VISIT: ST. LOUIS GIVES THE NOD TO RAILS

July 13, 1970

RAILWAY AGE

Railroads at mid-year: A holding action

ASTRO's bold blueprint for tomorrow

Why nationalization won't work

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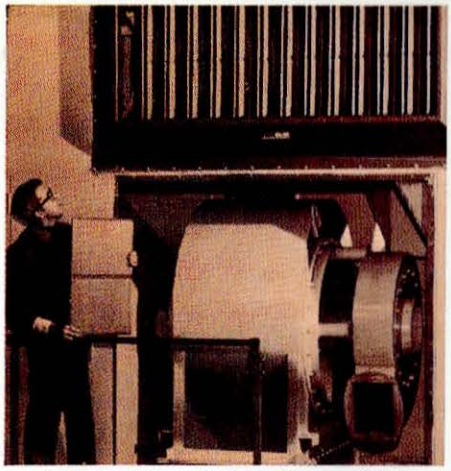
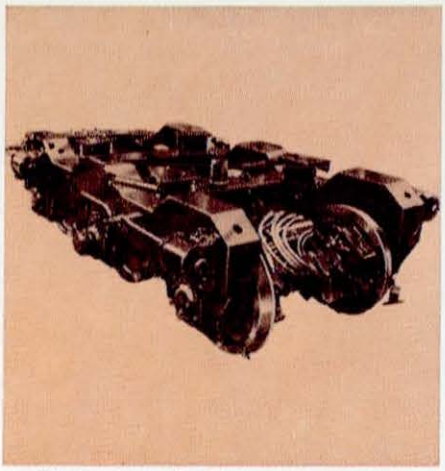
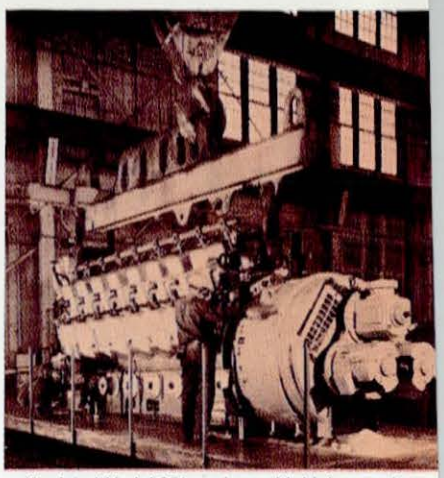


A single mechanically driven blower and fully ducted electrical cooling and combustion air system with pressurized electrical control compartment.



Hi-adhesion trucks with low weight transfer characteristics and matching wheelslip highly discriminating and modulating control system.



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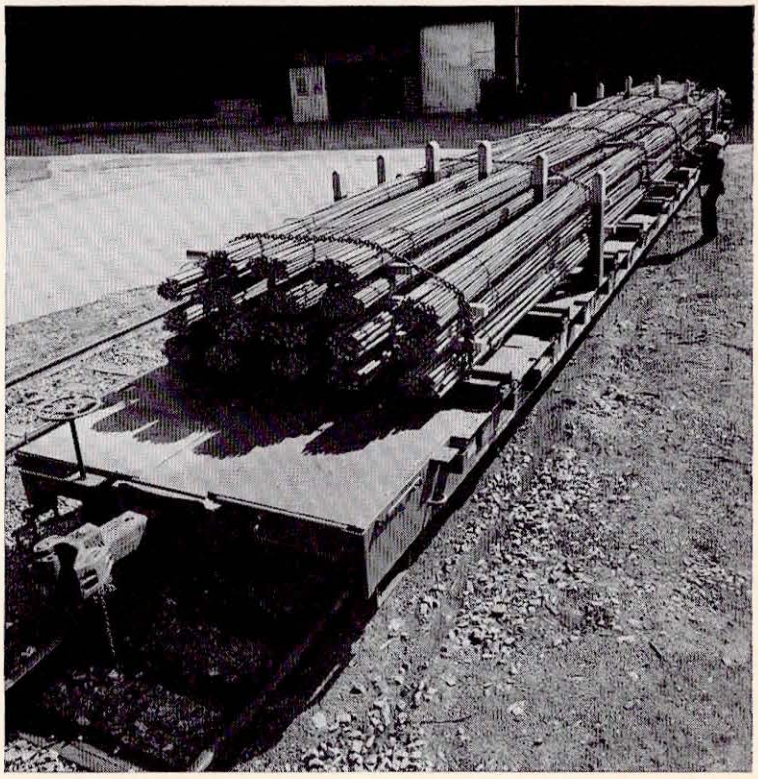

Here the car is shown equipped with removable finger racks and loaded with 60-foot steel reinforcing bars. This versatile 90-ton flat car will soon be available with adjustable low bulkheads for hauling steel plates.

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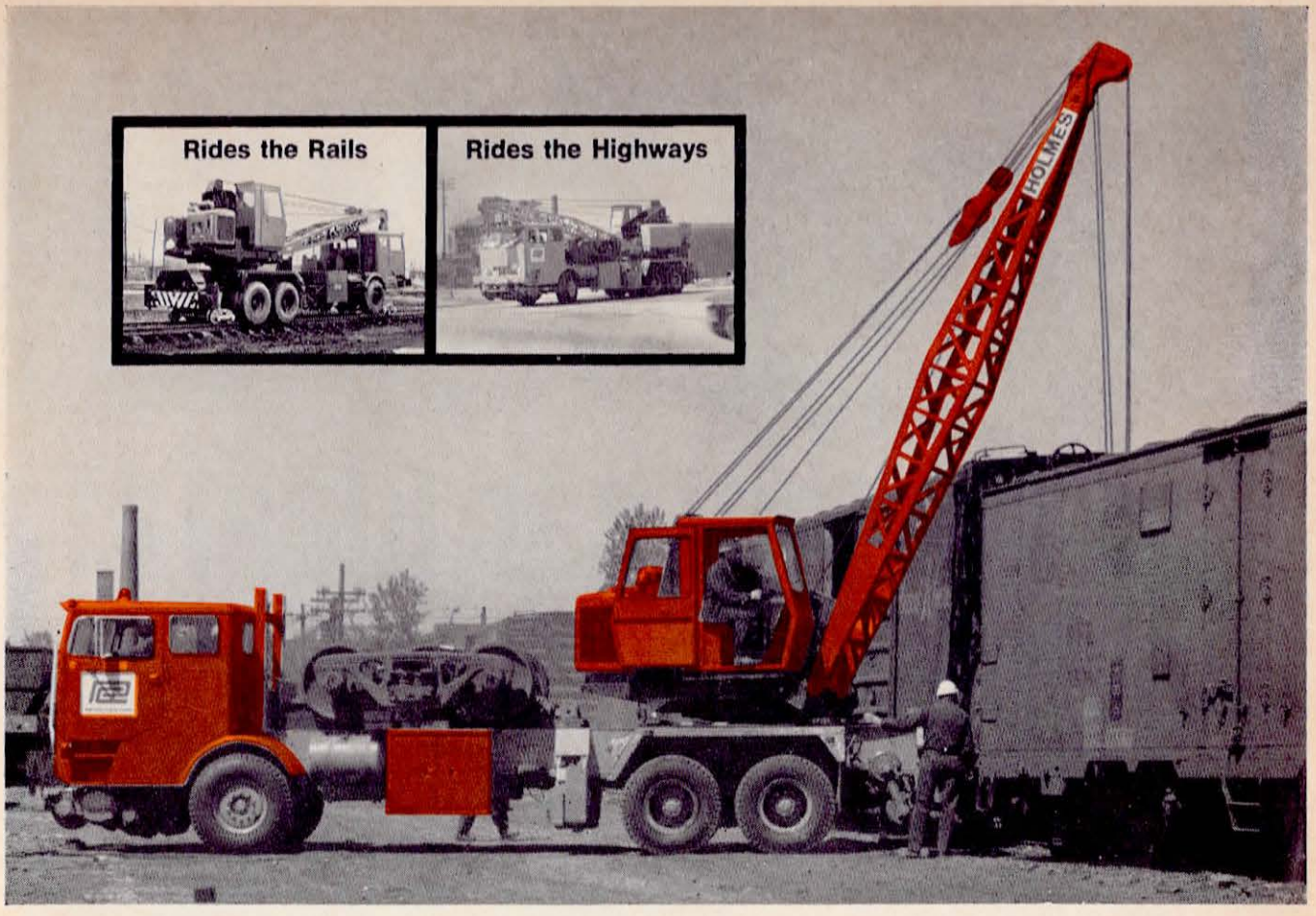

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RAILWAY AGE

July 13, 1970 • Vol. 169, No. 1

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Inside

LUTHER MILLER

AN OLD, OLD STORY

Talk of nationalizing the railroads is almost as old as the railroads themselves. William Jennings Bryan was nationalization's most famous exponent around the turn of the century. His advocacy of government ownership was thought by many to have cost him the Presidency in 1908.

Sixty years ago the railroads must have seemed to be a tempting plum. In 1910, railroads had gross revenues of $2.7 billion, three times the receipts of the U.S. government. Their disbursements were double those of the government. They employed 1.7 million people, 11% of the voting population. They paid over $100 million in taxes, more than the budget of any of the states except New York.

Today, the plum has become a prune. Government wants no part of it. The report which begins on page 30 of this issue helps to explain why.

THE EXAMPLE OF THE POST OFFICE

One argument advanced by the nationalization-mongers of half a century ago is not likely to be revived by the new breed. This argument held that the government was doing such a splendid job running the Post Office that it ought to get a crack at running the railroads. The Post Office *was* a pretty efficient operation back then—thanks largely to the railroads. Sixty years ago a letter posted in Chicago one day arrived in New York the next—by train. Now, a letter posted in Chicago takes two days (or three or four) to get to New York—by air.

WHERE NATIONALIZATION DOES WORK

It is not quite accurate to say that nationalized railways cannot operate at a profit. They can—and Russia has proved it. The secret is to pour tremendous sums of money into railways, and very little into airways and highways.

ASK A MAN WHO'S BEEN THERE

Time magazine, in its excellent July 6 report on the pros and cons of nationalization, quotes Louis Armand, former president of the French National Railways. Armand, says Time, recalled a meeting he had with several U.S. railroad presidents a few years ago: "I remarked that sooner or later they would have to face up to the question of nationalizing American railroads. They all roared with laughter."

Time leaves the unfortunate impression that Armand is one of nationalization's true believers. A more Timely quote could have been found in Jim Sites' book, "Quest for Crisis." Armand told Sites:

"Government take-over is pointless. It solves no problems—merely transfers responsibility for them. Europe's experience shows how badly this can work out in all too many cases."

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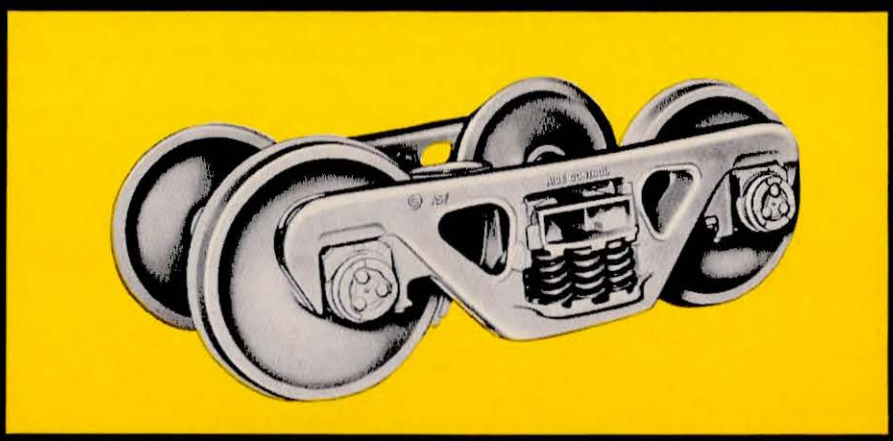

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RAILWAY AGE

JULY 13, 1970

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Short and Significant

LABOR

SIGNALMEN TAKING A STRIKE VOTE

The Brotherhood of Railroad Signalmen's wage case has gone to the strike-ballot stage—with ballots to be returned no later than Aug. 1. In asking for authority to call a walkout, BRS officers also take a swipe at the National Mediation Board. Though union and rail management agreed to ask NMB to assist, BRS says, "thus far, the NMB has provided no assistance."

UNION CONGRESS GETS A NEW MEMBER

The biggest rail unions belong to the Congress of Railway Unions—and now, CRU has another big one in its ranks, the 135,000-member Transport Workers Union of America. About 20,000 of TWU's people are railroad employees; most members are employed on transit systems, including the New York City Transit Authority. Other members of the CRU, a breakaway group from the Railway Labor Executives' Association, are the United Transportation Union, Brotherhood of Railway and Airline Clerks, Brotherhood of Maintenance of Way Employes, Seafarers International Union and the Hotel and Restaurant Workers Union.

PASSENGERS

SWEDEN TESTS NEW TRAIN AT 135 MPH

A multiple-unit train made up of thyristor-controlled suburban coaches developed by ASEA has established a new speed record for Swedish Railways—135 mph. The record was achieved on a straight section of the main line between Stockholm and Gothenburg near Moholm. The run was part of a series of tests of a new coach equipped with air suspension, a higher than standard gear-ratio, and a new banking system which permits high speeds through curves.

FIVE ROADS SEEK FARE INCREASES

Five member railroads of the Traffic Executive Committee-Eastern Railroads—Baltimore & Ohio, Chesapeake & Ohio, Delaware & Hudson, Norfolk & Western, and Penn Central—asked the ICC last week for a 10% increase in basic one-way coach and first-class (but not commuter) passenger fares, effective Sept. 1. Sample increase: Penn Central's New York-Chicago fares would rise from $74.00 to $81.50 first class, and from $46.50 to $51.25 coach.

THE INDUSTRY

THIRD CONTAINER EXPO SCHEDULED

"Modern Containerization Management" will be the theme of the Third International Shipping and Containerization Exposition and Congress to be held Sept. 28-Oct. 1 at the New York Coliseum. Palmer Bayer, president of Intermodal Transportation Systems Inc., is serving as general chairman of the 1970 Congress. Paul H. Reistrup, Illinois Central's traffic vice president, is the railroad representative on Bayer's committee.

C&NW SALE PLAN SLOWED AGAIN

For the second time, a decision on the proposal by Chicago & North Western employees to buy the railway from the parent Northwest Industries, Inc., has been postponed, this time to Sept. 15. Official reason: Both sides want more time to study the plan. Unofficial word: The Penn Central problem raises doubts about favorable ICC reaction, for the next few months, at least. The original decision date of April 30 was first put off to June 30.

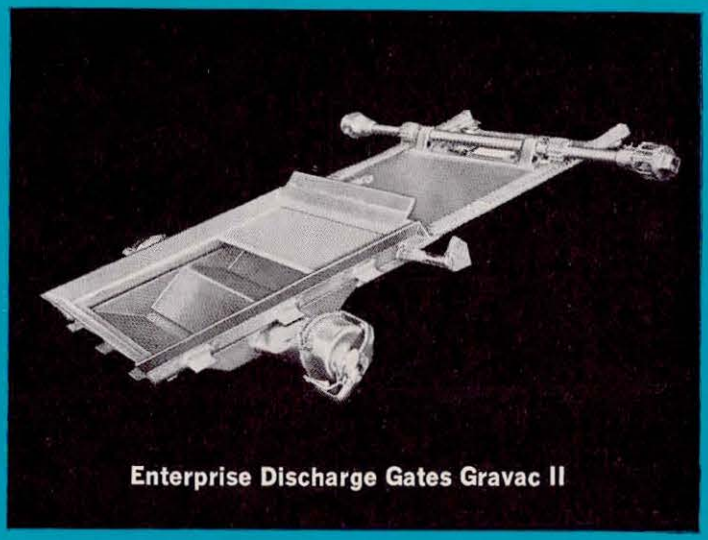
EAGLES GAIN DESPITE STRIKE, SLOWDOWN

Neither truck strike/lockout nor economic slowdown have stopped the success of Missouri Pacific's "Eagle" piggyback trains, says Charles T. Groton, Jr., MP general manager-merchandise operations and president of MP truck lines. Through June the five hotshot trains showed a 5% increase in trailer loads over 1969. "Even with our Chicago train we have an increase," he says. "Just as soon as we overcome this economic situation and get this thing settled in Chicago we'll go right back to our 1969 trend." MP carloadings generally are "about equal" to 1969's.

GRADE-CROSSING CASUALTIES DOWN

Rail-highway grade crossing accidents in 1969 totalled 3,774 in 1969, says FRA. They resulted in 1,490 persons killed and 3,669 injured, a 1.1% decrease in number of accidents from 1968 and a 3% decline in the number of casualties for the same year. This is the third year in a row grade crossing accidents have declined slightly.

FAST DISCHARGE



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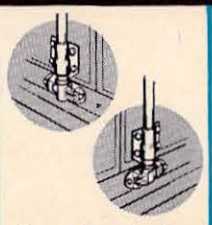

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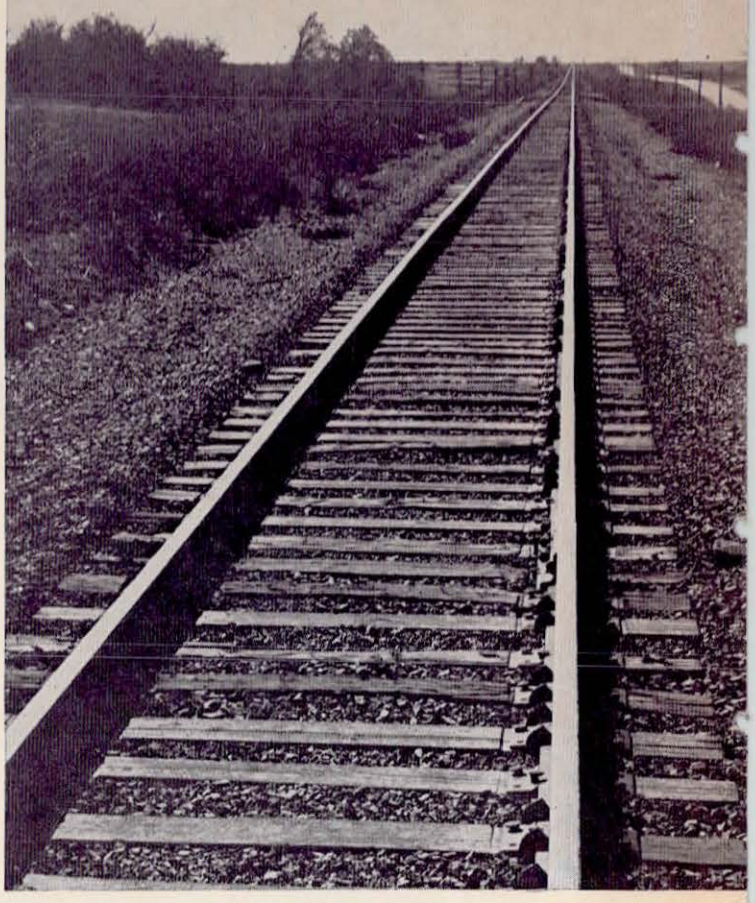

Our new rail-mounted SERVOSAFE® Hot Box Detective™ prevents axle burn-offs and derailments.

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But, for safety's sake, don't stretch a good thing!

Do you have long stretches of track without SERVOSAFE protection?

Recent studies have revealed that such factors as heavier car loadings, faster train speeds and greater accelerations have combined to increase the incidence of overheated journal boxes. This has prompted many railroads to review their spacing of hot box detectors. Up to now, the average spacing has been 25 to 30 miles apart along line-of-road. Under today's conditions, however, a hot box can develop in less than 25 miles and cause a derailment *between* detectors.

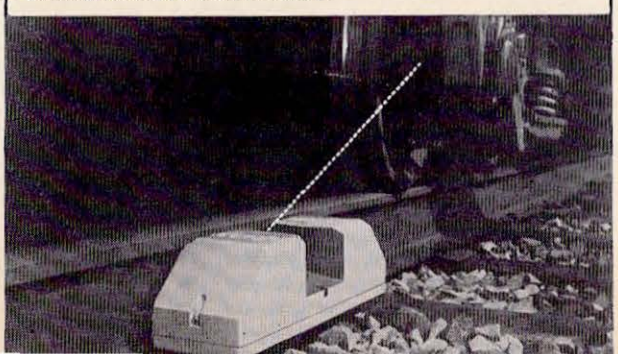
One solution becomes self-evident: closer spacing of hot box detectors for more protection. A SERVOSAFE system will not prevent a hot box—but it will detect, locate and warn of a hot box before the condition worsens into a dangerous, costly axle burn-off and derailment!

Will it cost you more to get this additional SERVOSAFE protection? Not really. Here are some reasons why not:

Our new Model 8808 SERVOSAFE system features patented rail-mounted scanners and solid state electronic data processing for the fastest, most precise detection of hot boxes. It allows remedial action to be taken *before* a failure occurs, and helps cut down the high costs of major salvage or replacement. The cost of installation and maintenance is appreciably reduced by eliminating the need for concrete foundations, special ties and expensive roadbed preparation. The rail-mounted scanner can be easily removed for maintenance or relocation. Finally, compare the cost of a SERVOSAFE with the $200,000 involved in just one derailment that could be prevented.

That's why most prudent, progressive railroad managements agree when we say, "More SERVOSAFE protection isn't costly—*lack of it is!*"

Model 8808 SERVOSAFE Hot Box Detective Rail-mounted scanner "looks" at journal bearing behind truck frame with a vertical, close-in target scan for greater uniformity and accuracy. Scanner is securely clamped to the rail (no drilling required). Accuracy is not affected by rail pumping, running or lateral movement.



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MEMBER RPI

Circle 7 on coupon page 57

Menk happy with BN's "first hundred days"

A lot of people are bad-mouthing railroad merger these days, but you won't find Burlington Northern President Louis W. Menk among them. Not with what BN has shown since early March, and not with the potential it has. Menk talked about a number of aspects of merger, before the Pacific Northwest Shippers Advisory Board. Among his comments:

—On corporate size: "BN is indeed large, but let me assure you we are more concerned with the quality of service than we are with size. There are, however, some advantages in size and we expect them to contribute materially toward major improvements. Our car fleet numbers approximately 120,000 freight cars. Under control of a single company, we can handle these cars with greater efficiency, route them for maximum utilization and expedite their movement through yards."

—On expedited service: "Before merger, a shipment from Chicago to Seattle via former Burlington and Northern Pacific left Chicago behind Burlington motive power. At Dayton's Bluff Yard at St. Paul, motive power would be changed and a Burlington transfer crew would deliver the cars to Park Junction in Minneapolis. The cars would then be picked up by an NP switch crew and delivered to NP's Northtown Yard, four miles away. At Northtown, NP road diesels replaced the switch engines for the trip west. Now, a Burlington Northern train goes directly from Chicago to Northtown Yard, bypassing Dayton's Bluff and Park Junction. In fact, trains are operating straight through to the Pacific Northwest from Chicago."

—On savings and what they will mean: "We estimate that our consolidated operations will, in about five years, result in savings of approximately $40 million per year. Along with these savings and a combined revenue of about $900 million, we are hopeful that we can substantially improve our position in the financial community and attract more investment capital for improvements and equipment. The immediate benefit to the railway is readily apparent. Not so apparent but vitally important to shippers are the improved services that will accrue from the acquisition of new rolling stock, from better maintenance of roadway and from expedited handling through enlarged and modernized electronic yards."

"We are hopeful that we can attract more investment capital."

—On freight schedules: "Long before merger we had prepared schedules that would best meet our shippers' needs. The operating department was given 30 days after merger to initiate the restructured schedules and all of the schedules were in operation in that period. We have a basic network of primary through-freight trains consisting of 110 schedules originating every day throughout the system. While there may be some refinements, the general pattern is well-established and operative."

—On BN organization: "An outstanding feature of the new company is its regional structure, bringing executive and administrative officers closer to the people in the territory served and facilitating decision-making and action on a regional level."

On an industry basis, Menk emphasized, "merger is not a panacea. Many problems remain, for our railroad, for the entire railroad industry." Among the problems, he noted financial difficulties, over-regulation, increasing costs of operation, the fragmentation of transportation that promotes inefficiency. What's needed on that last point, Menk declared, "is legislative reform to enable a single transportation company to own and operate any one or a combination of modes, that will permit it to most efficiently and economically discharge its obligation to shippers. Scheduling would be vested in a single authority. Planning would be by a single company to maximize the utilization of time and equipment. Rate structures would reflect the economic needs and management philosophies of a single company rather than the economic needs and management philosophies of two or more companies as is now necessary."

As for BN's "first hundred days"—actually, it was 116 days on the day Menk spoke—he had this observation: "These days have been filled with action, excitement and inspiration. We have experienced a minimum of problems."

Pooling, bypass route cut freight time

Burlington Northern and Southern are teaming up to provide a faster freight service, via a run-through operation between Galesburg, Ill., and Louisville. The distance (via Centralia, Ill.) is only 418 miles. But, by bypassing metropolitan terminals and by pooling power and cabooses, BN and Southern expect to cut 24 hours from schedules on freight moving between the Midwest/Far West and the Southwest. B.N. was an early participant in power pooling.

NEWS

Loan-guarantee hearings keep the spotlight

Prospects were dim last week for quick Congressional action on legislation that would put the Federal government's backing behind $750 million in loans to help Penn Central and other railroads weather their financial crises. But while Congress continued to show a generally hostile attitude toward the program, there was a strong feeling that some kind of emergency aid would be approved, though only after long hearings.

As one Congressional aide put it: "There has to be a certain amount of hootin' and hollerin' so the folks back home will know that we aren't giving away the Federal Treasury. But the railroad problem is a real one, with the most serious implications for the whole country, and Congressmen are becoming aware of this. Maybe railroads will get less than they are asking for, but they will get something."

What railroads will get, in any event, is plenty of investigation. The Interstate Commerce Commission announced on July 2 that it was instituting an inquiry into "all phases of the operations, accounts, and financial transactions of the Penn Central Transportation Company and its affiliates." It was Penn Central's successful plea for reorganization under the bankruptcy laws on June 21 that set off the present furor. ICC Chairman George M. Stafford said the Commission had been conducting a staff investigation of PC financial affairs for several weeks. The formal investigation under Section 12 of the Interstate Commerce Act will allow examination of the operating practices of the railroad and open up the records of PC's affiliated companies. Other investigations are in the works.

There were these other developments:

—Federal Judge John P. Fullam ordered PC to pay interline charges accumulated during June, an estimated $24 million. He left open the question of charges unpaid for prior periods, which one source estimated at $32.8 million. Judge Fullam's ruling was on a petition by the Burlington Northern, which asked that PC be required to pay its interline charges and balances whether they were incurred before or after the filing of the reorganization petition.

—Four major utilities filed petitions claiming the bankrupt carrier owes them more than $2.5 million in utility bills. They asked weekly instead of monthly payment by the railroad.

—Penn Central announced on July 6 that it was processing for payment claims on shipments originating since the bankruptcy action. In a special notice to freight shippers, Edward G. Kreyling, executive vice president in charge of traffic, said "this means there is no reason for concern when routing shipments by Penn Central." Kreyling added that "the splendid cooperation from all of our customers is certainly helping us through a most difficult period and will shorten the time when we can return to regular operations with, hopefully, much improved service."

—PC asked the Southeastern Pennsylvania Transportation Authority to concur in a request for commuter fare increases averaging 20%. The road said that under its current contract with the authority it will have a deficit in its commuter operations of $2 million on an annual basis, compared with a deficit of $300,000 for the 1968-69 contract period.

—It was disclosed that Penn Central had told the Department of Defense (which was originally to have guaranteed $200 million in loans to the carrier) that it anticipated general freight-rate increases totaling 23% over the next 18 months.

This week, Judge Fullam is to name trustees for the road. Names most frequently mentioned in the guessing game have been those of former Defense Secretary Robert McNamara, now head of the World Bank; John Robson, a former Under Secretary of Transportation; Thomas M. Goodfellow, president of the AAR; and Herman H. Pevler, retired president of the N&W.

Whitman takes over as Katy president

Reginald N. Whitman leaves one tough job to take on another, July 15—leaving his post as federal railroad administrator in DOT and taking on the presidency of the Katy. John W. Barriger, Katy president since 1965, is scheduled to stay on as chairman of the executive committee through 1970. For Whitman, it will be a homecoming, perhaps in two ways: (1) He is a career operating officer coming back to the environment he knows best and prefers; and (2) with Burlington Northern's professed interest in securing an "operating position" in Katy, he will presumably be working once again with many of the people he worked with in his many years with Great Northern. Whitman served less than 17 months with DOT. But during that time, said Secretary John A. Volpe, "he made outstanding contributions to transportation." Among the items cited: Whitman's work on rail passenger legislation now before Congress, his chairmanship of last summer's Railroad Safety Task Force, his initiation of a transportation corridor survey in Alaska and his work on the DOT high-speed ground-transportation program.

Katy's incoming president called his decision a personal one: "No events connected with my post as administrator prompted my action."

Whitman said he felt "somewhat apprehensive, leaving at this point in time, especially since the Penn Central situation became critical. However, I made the decision weeks before the railroad made public its position and I became committed at that time."

Secretary Volpe said he and Whitman have been working together to find a successor in the FRA job first held by A. Scheffer Lang and then (after the change in Administrations) by Whitman.

Barriger had this comment: "There is no one to whom I might turn over the presidency of the Katy with such great satisfaction." As for his own role with the railroad: "I'm pleased that he and the board of directors wish to have me remain as chairman of the executive committee until the end of 1970."

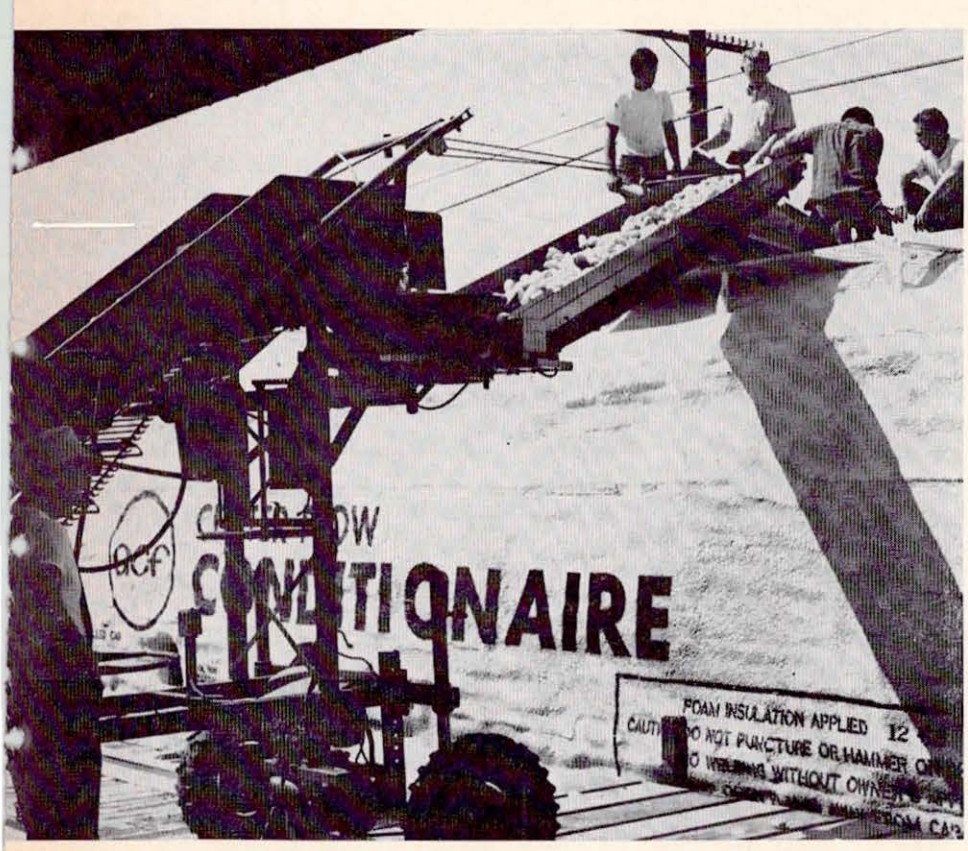
Legislature refuses aid to CTA—but the voters come through

Maybe it wasn't a rebuke to the Illinois legislature—but it sure looked that way. First in regular session and then in special session, the legislature deadlocked on subsidy to the financially-ailing Chicago Transit Authority—even though everybody knew that failure to act would almost certainly bring the third CTA fare increase in three years. But then the voters had their say about the future of CTA. Residents of five downtown-area wards voted overwhelmingly to tax themselves to help build two new subway systems, which carry a total price tag of $600 million. With a special new taxing district expected to put up one-third of the money, tax rates could run to 30 cents per $100 assessed valuation. Preliminary application for $400 million in federal funds has already been made, to make up two-thirds of the cost.

Meanwhile, back on the no-subsidy front, CTA moved to boost basic fares by five cents and double the transfer fee from a nickel to a dime. This, it was indicated, would only be an interim measure; CTA would try again next January for state aid. As for the failure of subsidy proposals, it was difficult to place blame. Gov. Richard B. Ogilvie may have put it best: Asked whom he thought the people would blame, he replied, "Everybody." And blame was being distributed—to include the Republican majorities in the legislature, the Democratic minorities, the Democrat-controlled Chicago and Cook County governments, Chicago and downstate chauvinists, and the governor himself. Among the proposals rejected:

Direct general-fund subsidy, an increase in the state motor-fuel tax, a loan from the motor-fuel tax fund, application of court-released funds collected under a tax which was ruled unconstitutional. In the final hours of legislative consideration, the final deadlock came on proposals for a referendum on tax aid to CTA—with no agreement on the area to be included or on whether the referendum would be mandatory or permissive.

There was no such controversy surrounding the subway-tax referendum in Chicago. Some opposition did develop, and voters in one ward did reject the proposal. But over-all, with only a simple majority needed, 62% of those voting OK'd the taxing plan. First subway to be built will be a "distributor" line, running from west of the Loop to a point near the lakefront, then north to the North Michigan Avenue business district and south to McCormick Place exposition hall. With work starting by next Jan. 1, this project may be completed by early 1974.



Santa Fe testing ACF's Conditionaire

The conveyor kept running until more than 175,000 pounds of California potatoes had poured through the hatches of this ACF Center Flow Conditionaire, one of five such cars Santa Fe has leased for test loadings. The outside-insulated cars are equipped with mechanical temperature-control to maintain cool temperatures en route from California. Conveyor loading saves time, labor and the cost of bagging.

L&N starts running short-haul shuttle

Louisville & Nashville calls it one of the shortest unit-train operations: It's a 60-car shuttle in Indiana, running 34 miles from a Peabody Coal Co. mine and a Public Service of Indiana generating plant at Cayuga. Current five-day-a-week operations are for stockpiling, in advance of the startup of the utility's first 500,000-kw unit in August. When a second 500,000-kw unit goes into operation in 1972, the operation will be boosted to 100-car trains on a six-day schedule.

NEWS

"Mini-train" working in BART's tunnels

Illinois Central isn't the only railroad with ideas about mini-trains. Contractors for the Bay Area Rapid Transit District in the San Francisco area have a different kind of mini working—for placement of a 10-foot-wide concrete invert in subway/tunnel locations before track is laid. The construction method, developed by Dravo Corp., is being tested first in the Berkeley Hills twin-bore tunnel; it's expected to be used also in the six-mile Trans-Bay Tube and in subways in San Francisco.

Dravo's three mini-trains operate on 24-inch-gauge track, with eight-ton Plymouth motive power. On the Berkeley Hills job, the 15,000 cubic yards of concrete required for the inverts is being placed in three runs. With the narrow-gauge track run down the center, the mini-trains are pouring support beds (three-and-a-half feet wide by two feet thick) for each of the rails on the 5½-foot-gauge BART line. When this operation is completed, the narrow-gauge track will be shifted and the center bed (three feet wide by 10 inches deep) will be poured.

The three concrete-trains work in cycle (one loading at a batch plant, one unloading in the tunnel, one en route) pouring 500 lineal feet per shift.

Fireman dispute in cooling-off phase

After their brief collision, July 7, railroads and the United Transportation Union (Enginemen) are cooling their heels until early September as a Presidential emergency board takes up the 11-year-old firemen manning issue. The board is headed by New York attorney Frederick R. Livingston, mediator in firemen negotiations that died in June after five months of stalemate. The Labor Department will name two more board members.

The UTU (E) walkout closed operations on Baltimore & Ohio, Louisville & Nashville, and Southern Pacific lines. More than 12,000 San Francisco commuters found themselves without the services of 44 SP trains. Passengers on B&O's Chicago-Washington "Capitol Limited" found themselves completing their journey by bus. On all three roads, supervisory personnel moved freight trains to the nearest yard, but classification, pickup and delivery operations were halted.

Provisions of the Railway Labor Act invoked by President Nixon call for 30 days for hearings plus 30 days after delivery of a report to the President before another strike can occur.

TTC's control center takes Metro's pulse

The new $1-million control center of the Toronto Transit Commission is in full operation, giving the TTC continuous communications with its 570-mile transit system.

The center has two-way radio communications with 54 emergency and supervisory vehicles; two-way communications with all subway trains; and a network of private and public telephone lines connecting it with the police and fire departments and the Emergency Measures Organization.

A signal control system enables the TTC to monitor and operate the main line track and signal system; and a power control system provides around-the-clock monitoring and control of subway and surface electrical substations.

Inco, CIL planning more unit trains

The world's largest metallurgical gas-based sulphuric acid plant will be built at Copper Cliff, Ont. That's going to mean a significant increase in unit-train operations serving the Copper Cliff production complex of International Nickel Co. of Canada, Ltd. and Canadian Industries Ltd.

The new plant will have a production capacity of 2,300 tons of acid a day, and will bring total production from a four-plant complex to 5,000 tons a day. Unit trains will move the acid from Copper Cliff to a number of distribution depots which will be built.

CIL began unit-train service from Copper Cliff in 1967; the new plant is scheduled to operate in 1972.

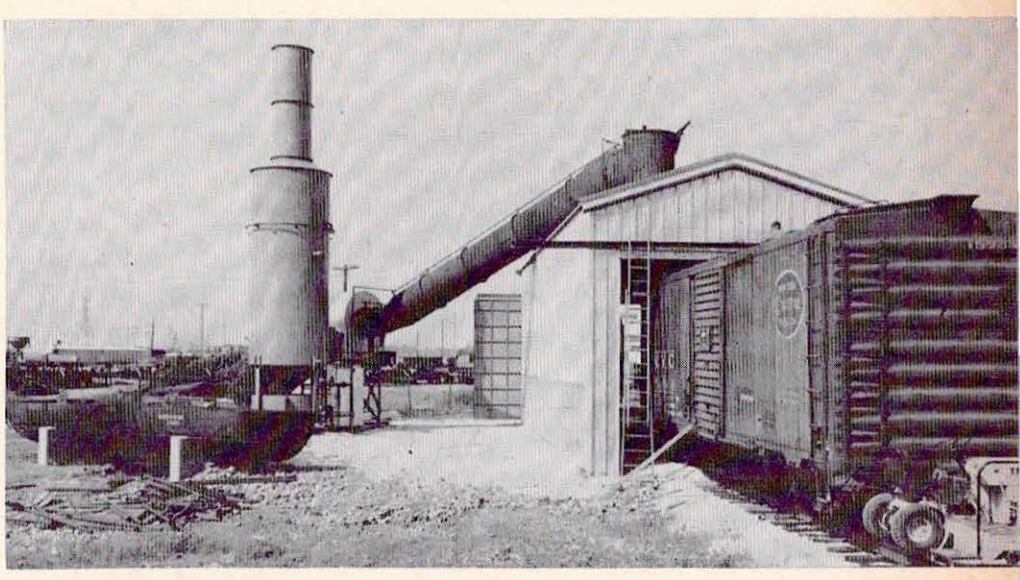
Santa Fe's Burk heads p.r. group

William C. Burk, manager of public relations for the Santa Fe, is the new president of the Railroad Public Relations Association, succeeding Albert M. Rung, Burlington Northern's vice president-public relations and advertising.

Burk was elected at RPRA's annual meeting in Hershey, Pa. Other new officers: vice president-eastern region, Robert W. Pendergast, manager, news services, Norfolk & Western; vice president-western region, Joseph R. Beckman, director of public relations, Chicago & Eastern Illinois; vice president-southern region, Charles O. Morgret, special representative, Southern. John N. Ragsdale of the AAR was renamed secretary-treasurer.

Santa Fe sets up car-control plan

Santa Fe has gone on-line with a new special-equipment control program aimed at improving equipment utilization. Car distribution will be handled through five regional centers, linked by microwave with the computer center at Topeka, Kans. Output to the regional centers—at Topeka, Temple and Amarillo, Tex., Los Angeles and Fresno, Calif.—will consist of current listings of special-equipped cars immediately available for loading, plus projections of cars to be made available in one, two and three days.



Car dismantling methods shown

Two techniques for dismantling old box cars while at the same time not creating an air pollution nuisance were introduced last month in Chicago by the research arm of Booz, Allen & Hamilton, Inc.

One non-pollution method—"controlled" combustion—involves incinerating the car in an enclosure and "water-scrubbing" the smoke emitted to remove any pollutants. The other method devised for removing the approximately three tons of wood from the average retired box car features a high pressure water stream which, like a laser beam, cuts the wood away from the salvageable car skeleton.

According to BA&H officials, about 65,000 box cars are retired annually. Today, most of these cars are burned in the open and, BA&H adds, most burning sites are in or near major metropolitan areas. Both systems demonstrated hold pollution below the danger level.

As can often happen, things will go awry at the worst times. On the first day of the two-day demonstration of the systems in Chicago, the incineration technique back-fired. After setting fire to the inside of a demonstrator car, workmen were unable to close the car door (an essential step) and the escaping heat buckled a section of the metal incinerator building. The following day's demonstration, however, came off well, BA&H officials reported.

Commuters taking a Northwest Passage

Chicago's two biggest transit operations—the Chicago Transit Authority and Chicago & North Western—now have a direct downtown link which makes it a snap for riders to transfer from one system to the other. This is Northwest Passage, a weather-protected passageway (complete with escalator, carpeting and closed-circuit-television security system) connecting C&NW Station with CTA's Lake-Clinton elevated station.

Northwest Passage is described as the first transit project in the nation which combines both Federal grant funds and Federal demonstration project funds in a single project involving two transportation agencies. Northwest Passage and a CTA/C&NW connection at Jefferson Park station, says C&NW President Larry S. Provo, represent "the first rail-to-rail coordination program in the Chicago area between public and private carriers. The scope of the coordination is in keeping with the vast number of present and potential riders to be benefitted. The projects encompass the entire rail transportation networks of the two largest mass-transit carriers in the Chicago area."

The CTA/C&NW link-up is but the latest change in the Chicago terminal situation—and more are apparently on the way. Last year Chesapeake & Ohio/Baltimore & Ohio long-haul passenger trains moved into C&NW Station, permitting abandonment of Grand Central. Penn Central is gone from LaSalle Street. Now attention is turning to another facility.

A major hangup in trying to consolidate Chicago's many rail passenger stations has been Dearborn Station—and specifically, the 999-year lease under which Santa Fe has been a tenant. Currently, the lease has well over 900 years to run. But, says Chairman Ernest S. Marsh, Santa Fe is now working on a plan to move passenger operations to Illinois Central Station.

Santa Fe has made a proposition regarding the lease to Dearborn's owners. And, Marsh says, Santa Fe "is hopeful that mutually satisfactory arrangements can be made."

NEWS

Lines on Labor

GUS WELTY

PENN CENTRAL: LABOR'S VIEW

Rail labor, for the most part, has resisted the urge to kick the prostrate giant. United Transportation Union President Charles Luna may have summed up labor's view: Penn Central's application under Section 77 of the Federal Bankruptcy Act, he said, is "probably the best thing that could happen. We don't like to see any railroad go under. But in this case, it is the best way." If all of rail labor—including, importantly, PC's own employees—reflect Luna's restrained reaction, PC and the railroad industry will have gone a long ways toward taking some of the sting out of the PC disaster.

PC ASKS FOR HELP—AND, HOPEFULLY, WILL GET IT

When PC filed its petition for reorganization, Chairman and President Paul Gorman put it on the line, in a letter to PC's people. "We need your full cooperation and best efforts," he wrote, "to meet our responsibilities for good service. . . . We must make every effort to overcome the difficulties and solve the problems of our railroad. We must dedicate ourselves to developing teamwork and reviving spirit. This is vital for regaining the capability to operate our railroad system profitably, to the satisfaction of the public." Since June 21, there have been the predictable grim jokes—e.g., an optimist is a Penn Central employee who takes his lunch to work. But—again, for the most part—PC people seem to have accepted the job which Paul Gorman outlined for them. Perhaps they, too, realize that there's no other way, if ailing PC is to make a comeback.

LUNA PHRASED IT WELL: "WE NEED SUCCESS"

In a different context, Railway Age June 29 carried this comment from UTU President Luna: "We are all railroadmen and we all need a successful railroad to make a living." Maybe the time has come—maybe Penn Central can be the catalyst—for rail labor to make Luna's words mean something. To put it bluntly, maybe it's time to call a halt to the bad-mouthing. This doesn't necessarily mean "love it or leave it." Valid criticisms of railroads and rail management can be made (just as valid criticisms of unions and union leaders can be made). But the endless carping, the endless complaining that serves no purpose, the every-week-another-wreck-picture philosophy of union publishing, the management-can-do-no-right editorializing—these things bring credit to no one. To be sure, a truce in the war of words isn't going to turn the industry around overnight. But would it hurt? Would it irreparably damage the psyche of the union advocate, if he paid heed to what Luna said? Don't we all need a successful railroad to make a living? Wouldn't a bit of positive thinking on the part of rail unions occasionally help?

Trucks help RI battle shortages

Rock Island is using its own version of coordinated transportation in an effort to ease grain-car shortages and minimize on-the-ground storage of wheat.

Trucks are being operated in substituted service to haul wheat from overloaded country elevators to nearby terminal elevators. There is no extra cost to the customer. And rail cars are being freed for longer-haul movements on which rail is more efficient. With special permission from the ICC, RI first tried a truck operation during the 1969 harvest. Thus far in '70, the substituted service has been used in Oklahoma and Kansas; later, it will be made available in Nebraska.

In a recent four-week period, trucks moved the equivalent of 1,000 rail carloads of wheat—and, by RI's reckoning, saved at least 3,000 rail car-days.

ICC report compares modal revenue gains

According to the ICC, railroad freight revenues rose from $7.933 billion in 1950 to an estimated $10.5 billion in 1969—a 32% increase. In that same period, however, rail share of regulated-carrier revenue dropped from 64.1% to 41.3%, ICC says.

Motor carriers show an increase in revenue from $3.7 billion in 1950 to an estimated $13.5 billion in 1969.

The ICC report shows water carriers had estimated 1969 revenues of $330 million, compared with $259 million in 1950. And pipelines show estimated 1969 revenue of $1 billion, compared with $441 million in 1950.

Revenue of motor carriers, ICC says, first exceeded rails' revenue in 1962. Trucks have held the lead since then. Motor carrier revenue for 1969 totals 53.1% of total carrier gross, compared with 30.2% in 1950.

Based on an index, with the period 1957-59 equalling 100, a comparison of modal revenues shows motor carriers ahead with 1969 gross representing 208.3% of the 1957-59 total. Pipelines are second with 147.6%; rails third with 122.6%; and water carriers fourth, with 99.4%.

Alco locomotives are still in good hands.

In February, Alco Products Service became associated with White Motor Corporation. This puts Alco in an excellent position to serve its customers better.

White has a reputation for unexcelled service in the transportation industry. It has a long record of taking good care of customers. Remember its slogan, "White makes it right."

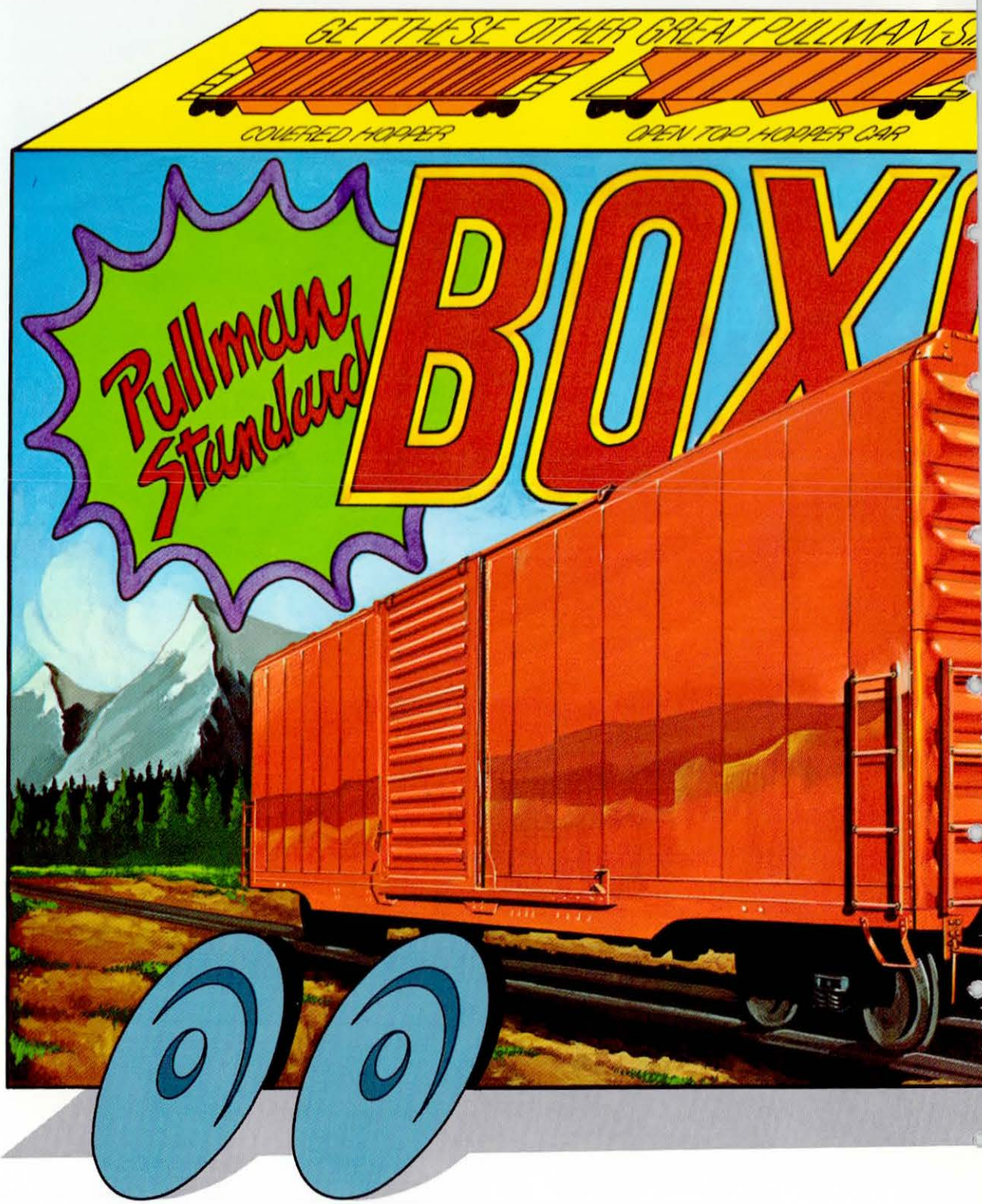
This new team assures Alco customers of continued optimum performance from Alco engines and locomotives through a steady high quality supply of factory new and rebuilt parts.

Under White, Alco Products Service will continue to expand operations to meet current and future business opportunities. For information write Alco Products Service Division, White Industrial Power, Inc., 1 Nott Street, Schenectady, New York 12305.

ALCO

Alco Products Service Division

White Industrial Power, Inc., Subsidiary of White Motor Corporation



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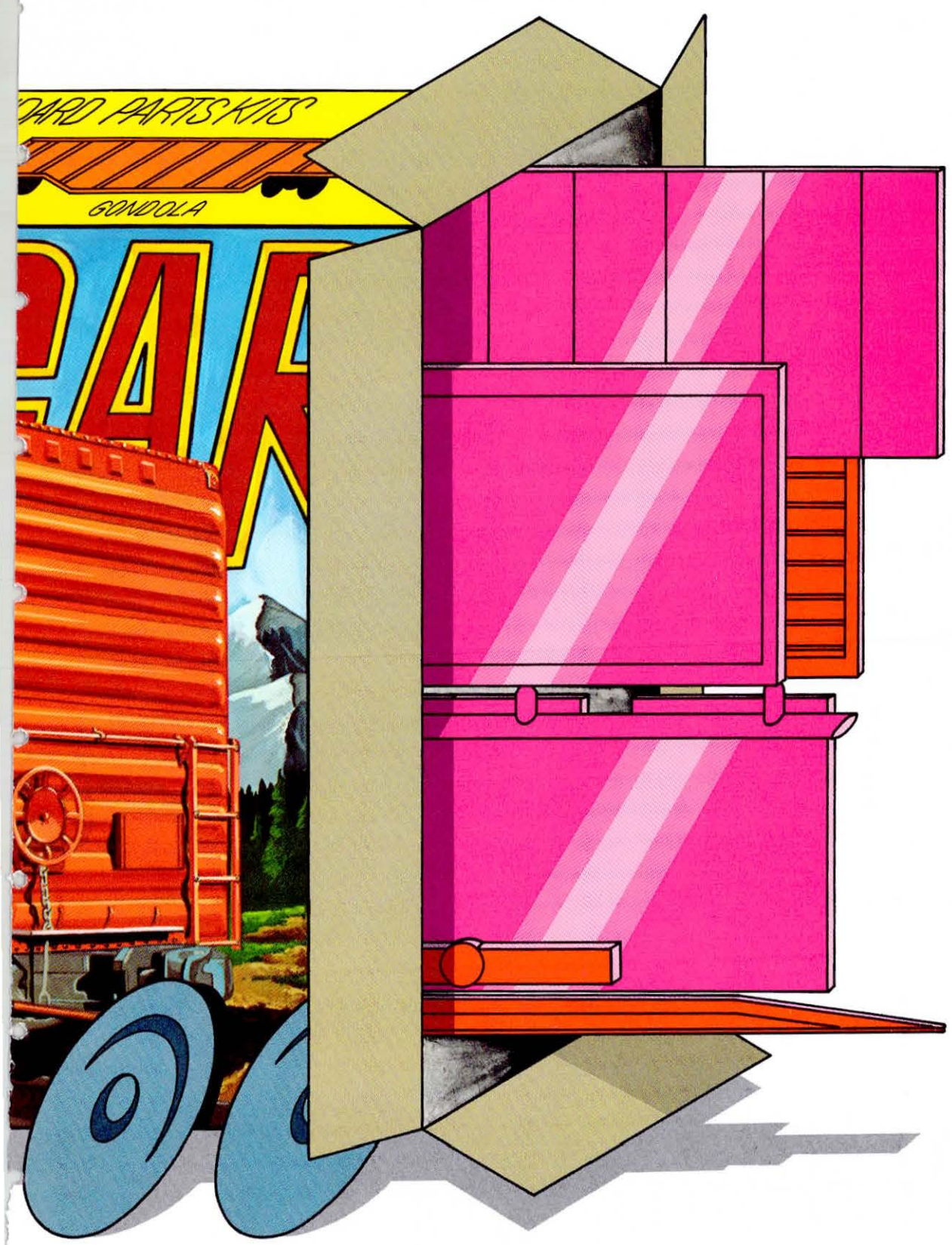
Nobody knows carbuilding needs like another carbuilder. We know. And you can profit from it, by ordering all the car components for your assembly line from one source. That means you get parts designed for each other and engineered to fit. Parts like plug or sliding doors, freight car cushioning; or



sides, roofs, ends, and underframes. And you can get Pullman-Standard parts for box cars, hoppers, covered hoppers, gondolas and other car types. Our full-time parts operation helps you get them at the right time. In the right place. And even shipped in the right order for positioning on your assembly line. Why not have your works manager call us? Or, do it yourself.

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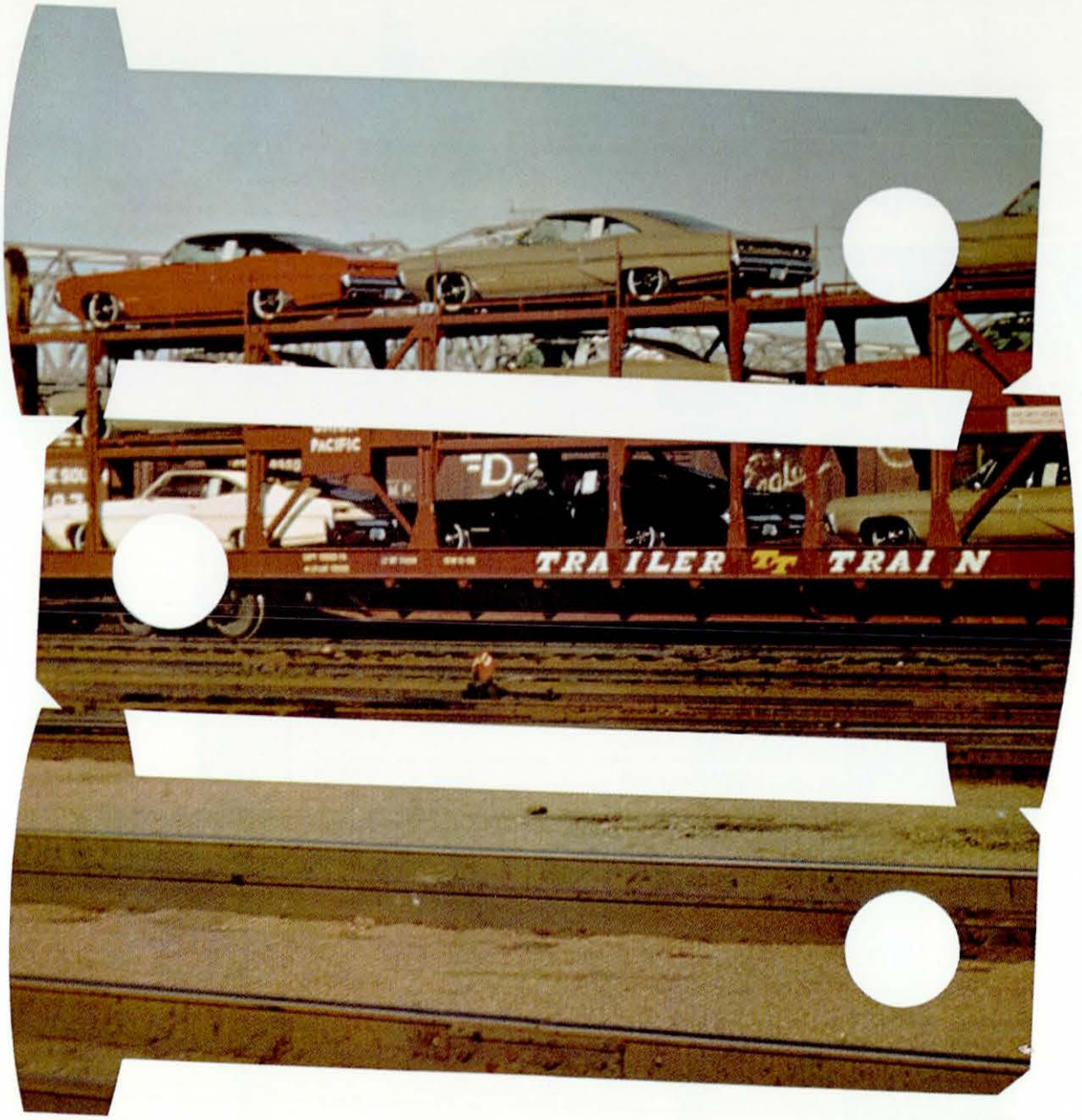

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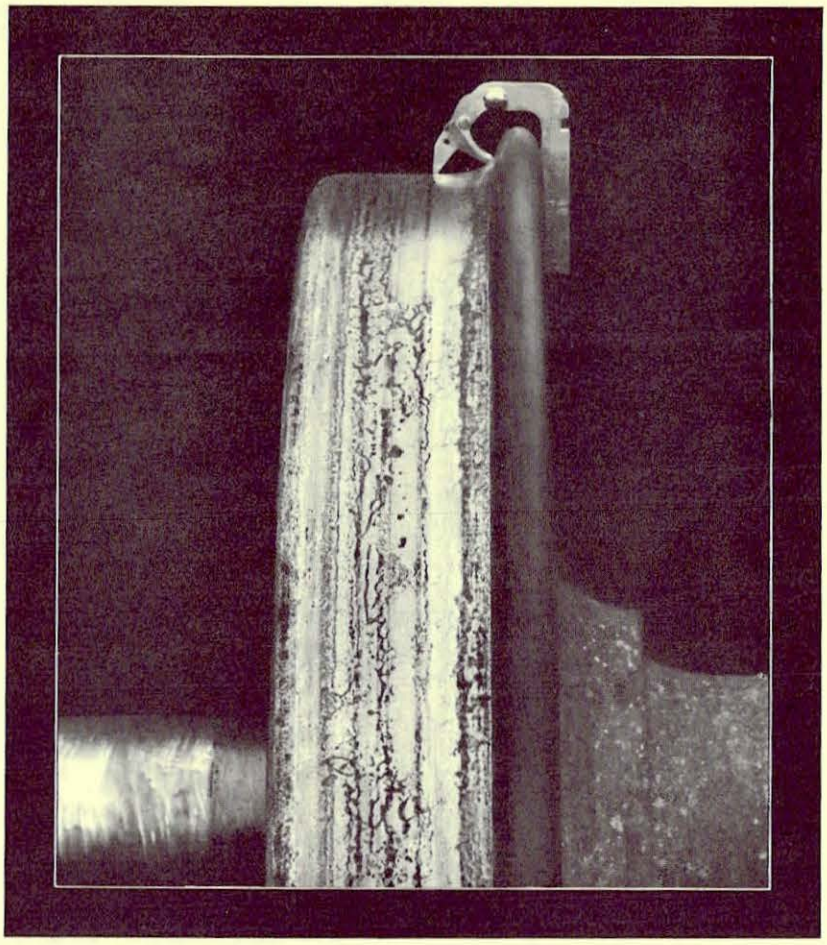
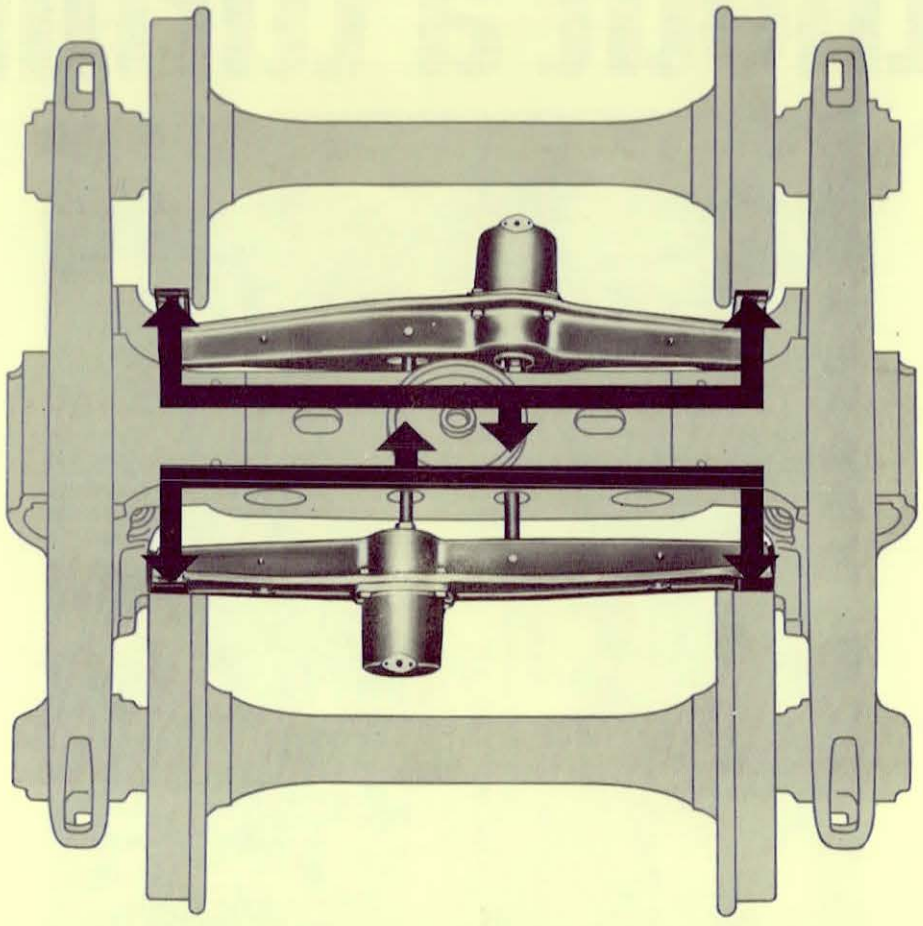


HERE IS REMARKABLE WHEEL PERFORMANCE

Typical wheel from a fleet of approximately 400 100-ton hoppers after five years of continuous unit train operation.

READ HOW THIS AMAZING RECORD WAS POSSIBLE

450,000 miles



Uniform Distribution of Brake Shoe Forces Cuts Wear

The wheel shown on the preceding page has traveled almost ½-million miles in unit train operation before its first turning—double normal wheel performance. One good reason for this extraordinary service is the WABCOPAC® Brake Assembly. This is the only unit with straight-line application of brake cylinder force, brake beam, and brake shoes to each wheel. Correct alignment greatly reduces truck skewing and provides top braking efficiency as well as extended shoe and wheel service life. Absence of all angular, mechanical linkage in the WABCOPAC Brake Assembly offers the most direct-acting and evenly distributed braking arrangement possible.

WABCO

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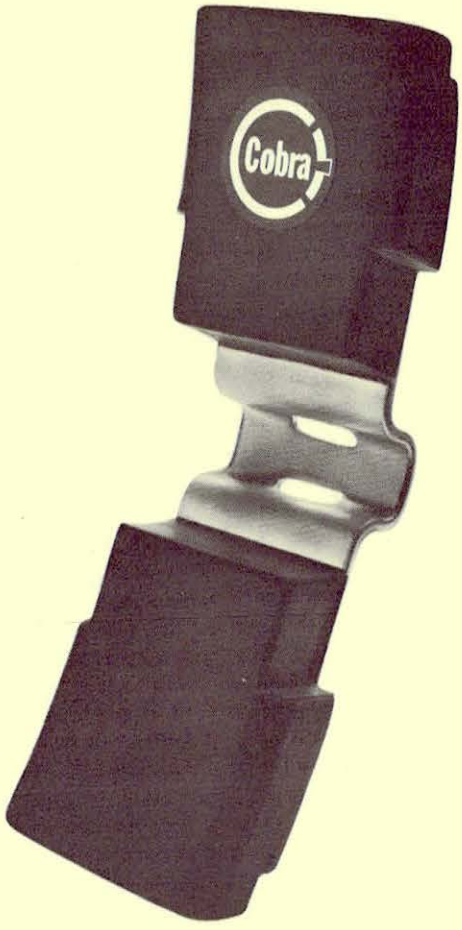

High, Uniform Friction and Heat Dissipation Cut Wheel Maintenance in Half

The mileage to first turning demonstrated in this five year unit train operation exceeds typical cast iron performance by 2 to 1. Here's why: the COBRA Composition Shoe in conjunction with WABCOPAC Brake Assembly, offers the optimum in wheel performance. Good shoe alignment, coupled with the design of COBRA Brake Shoes helps control wheel contour longer . . . helps extend the wheel life before turning. COBRA Composition Brake Shoes have uniform braking over the entire surface of the shoe. There are no hot spots even at extremely high braking levels. This provides more positive protection against destructive thermal cracks and shelling.

Cobra

Railroad Friction Products Corporation
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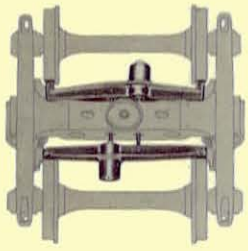
Additional Benefits

WABCOPAC Brake Assembly



Increased Tonnage

Efficient braking means reliability with heavy loads. Tests have shown that a loaded 100-ton car braked by the WABCOPAC Brake Assembly will stop significantly shorter than a loaded 50-ton car with conventional rigging and metal shoes.

Higher Speeds

Stop distances are reduced by 25-30% on all sizes of cars equipped with the WABCOPAC Brake Assembly as compared with conventional rigging and metal shoes. Related to all-important signal spacings, this means higher speeds are possible and practical.

Simplicity

Truck modifications are not required for the WABCOPAC Brake Assembly. Other package brake units, in contrast, require non-standard equipment and/or modifications for more complex arrangements.

Cobra Brake Shoes

Longer Shoe Life

Lasting 4 to 5 times longer than cast iron shoes, COBRA Shoes provide savings in both shoe purchase and installation.

Fire Hazard Eliminated

There are no sparks or flaming shoe particles with COBRA Shoes even under the heaviest braking conditions. This known cause of fires in rolling stock and right-of-way is eliminated.

Smooth Stops

The close parallel of COBRA Shoe's friction characteristics to the "adhesion curve" gives smooth stops at low speeds. The absence of lurching protects lading and substantially reduces train shock.

Lightweight

Weighing approximately one-third that of an equivalent type cast iron shoe, COBRA Shoes simplify handling all the way from receiving point to installation. Shoe replacement is much easier.

For more information on how you can improve wheel performance, write Westinghouse Air Brake Division of WABCO, Wilmerding, Pa. 15148.

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Railroad Friction Products Corporation
Wilmerding, Pa.

"Cannonballs" prove popular

You can't set your watch by the "Cannonballs"—because the jointly-operated Norfolk & Western/Erie Lackawanna fast freights almost always arrive ahead of schedule.

Inaugurated May 18, the trains operate daily to and from New York and St. Louis. Each day during June, they completed the 1,125-mile run in less than 35 hours. The "St. Louis Cannonball," which departs Croxton Yard in Jersey City, arrived at Brooklyn Yards in St. Louis an average of three hours and 15 minutes ahead of time during its first 18 trips in June. The "New York Cannonball" arrived at Croxton Yard an average of two hours and 10 minutes ahead of schedule. The trains do not operate on Sundays.

Using through power, the trains avoid all major terminal and yard operations. No cars are set off or picked up between the two cities.

The eastbound train, which began operation with two carloads, averaged 16 cars during June. The St. Louis train started out with 10 and has averaged 18 carloads.

"Although these levels still are modest, we are attracting traffic to these trains faster than was anticipated," says John A. Barrett, N & W vice president —merchandise traffic. Similar operations involving N & W, Erie and Delaware & Hudson are under consideration.

Dissidents lose a round in court

An effort to unseat the entire Milwaukee Road board of directors has hit a snag, with a Wisconsin court's dismissal of a dissident group's petition aimed at forcing Milwaukee to make available its stockholder list.

The eastern-based dissidents want to win enough support to require the calling of a special shareholders' meeting to elect a new board. The court, however, ruled that (1) such use of a stockholder list isn't a proper corporate purpose under railroad corporate law in Wisconsin; (2) even in situations where directors may be ousted, they can't all be unseated at once if terms are staggered as they are in the case of the Milwaukee; and (3) the dissidents have not shown that they represent at least 10% of outstanding Milwaukee shares, as would be required under the court's interpretation of Wisconsin railroad law.

An appeal is expected.

Watching Washington

HELP WANTED

Immediate opening full time administrator for Federal agency. Directly supervise 1,100 employees. Formulate public policy, please widely conflicting interests, hew party line, flatter Congressmen, and chart future course of troubled private rail industry. Previous government or industy experience a must. Travel. Salary: $40,000. Send resume to John A. Volpe, U.S. Department of Transportation, Washington, D.C.

REID BEDDOW

Nothing excites this political city more than a vacant patronage job. The question as to who will fill the position of Federal Railroad Administrator, open through the resignation last month of Reginald N. Whitman, has drawn attention away for a while from the financial wreck of the Penn Central. In truth, the intriguing question of a successor to Mr. Whitman provided industry lobbyists, government officials, and journalists with a welcome and more human center of interest than, say, the infinitely more abstract merits of a proposed FRA rule on the condemning limits on flanges of cast-steel locomotive wheels.

Members of the railroad community in town have already discussed the pros and cons of various candidates for the job, these deliberations being further informed by the presence of so many rail executives here for AAR and RPI board and committee meetings. The existence of a secret "list" of eligible candidates on DOT Secretary Volpe's desk has been postulated.

KNOWN ULCERS VS. UNKNOWN

Secretary Volpe's appointment will be dictated by some pressing considerations. In the first place, nothing has given President Nixon and his aides more trouble than the appointment of qualified individuals as members of this Republican Administration. Why this should be so is too hypothetical to be explored here (perhaps it is that businessmen, having found an attagonist in Big Government regardless of party in office, are reluctant to exchange a known ulcer for an unknown one).

Secondly, the most difficult aspect of public administration is transfering policy into action. Both Presidents Kennedy and Nixon and their lower echelon teams found to their dismay that decisions disappeared into the vast morass of the Federal bureaucracy, there to be pigeon-holed for months and even nullfied.

A REAL DEBATE

The person John A. Volpe wants as his FRA chief will be well aware of these factors, and will also be able to "sell" Administration policy, loyally and enthusiastically: To the industry, to Congress, and to the public.

All this leads up to the point that a real debate is raging here as to whether the new FRA administrator should be a man of heavy government experience or one of rail operating experience. That argument will be resolved in the next few days as Secretary Volpe selects his top rail aide. The outcome is important to an industry which has never needed a stronger voice in government than at the present time.

RAILROADS AT MID-YEAR:
Waging a holding action

By the thinnest of margins, new ton-mile and revenue records will again be set this year. But because expenses will also be at record levels, net income will drop and capital-investment budgets are in trouble.

For railroads, the year 1970 has so far produced neither sag nor sizzle to any remarkable degree. The word is sluggish.

Rounding the half-way bend, railroads are fighting to hold their own, and for the most part succeeding. "Their own" of course, refers to last year's levels of revenues and earnings and capital investment—and those levels were nothing to brag about. Yet the fact that railroads are able to accomplish even this, in the face of a national recession that is only now starting to bottom out, suggests that the industry retains an amazing vitality and resilience in the face of adversity.

The full effects of the Penn Central's bankruptcy and the three or four smaller bankruptcy proceedings which are almost certain to follow in the East —are still difficult to assess, in terms of impact on the industry as a whole.

But with full knowledge of the situation in the East, industry leaders interviewed by Railway Age in the last two weeks were in substantial agreement on these projections for the full 12 months of 1970:

● **Traffic:** For the year to date, revenue ton-miles have been running 1% ahead of 1969—and this rate of increase is expected to hold up for the remainder of 1970. The expected mid-year upturn in traffic has so far failed to materialize. An early-autumn pickup appears to be the best that can be expected. But one leading railroad economist told Railway Age: "I do not have the foggiest idea when this upturn will come."

The 13 Regional Shippers Advisory Boards are now predicting a 1.3% increase in third-quarter carloadings (*see box*). This would produce a 4% gain in ton-miles. On the other hand, these quarterly forecasts often overstate demand—apparently because many shippers, faced with perennial car shortages, deliberately overstate their anticipated needs in the hope that if they ask for 10 cars they will get the eight they really need.

● **Revenues and expenses:** Thanks to rate increases, operating revenues will show an increase of 3% or better. But operating expenses will rise at a higher rate, conservatively estimated at close to 8%. The railroad price index continues to creep upward at the rate of 4% to 5% a year. The big question mark involves wage settlements. Any settlements averaging more than 5% would be a severe blow.

● **Earnings:** For first quarter 1970, the railroad industry as a whole actually showed a net loss in ordinary net income of $2 million. First-half figures are not yet available, but it is known that the bottom-line will be black. Says one economist whose past forecasts have been more accurate than most: "With the first quarter a matter of record and the second quarter not awfully hot, we will be doing awfully well, for 1970 as a whole, if we even approximate last year's figure." That figure was $511 million. It produced a rate of return of less than 2.4%. (By contrast, 1966—the most recent "good" year for railroads—produced earnings of $904 million and a rate of return of 3.9%). Best present guess is that 1970 earnings will be in the neighbohood of $500 million—a dangerously low level for an industry with $28 billion of depreciated investment, but a sufficiently high one to suggest that railroads can still do better under private operation in this country than they are doing anywhere else under nationalization *(see p. 30)*.

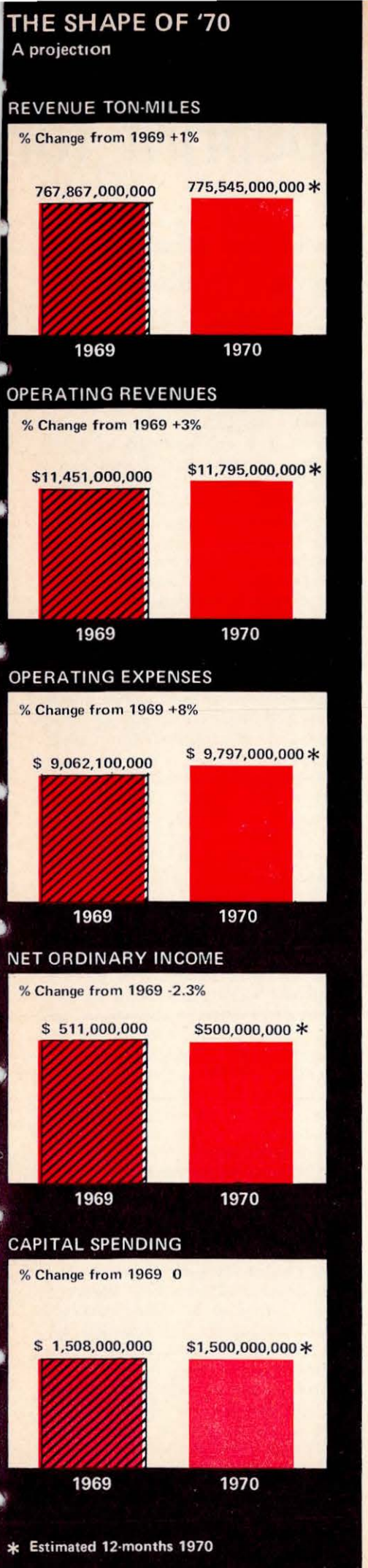
● **Capital spending.** The capital investment picture is clouded with uncertainties. As recently as May, railroads told the Securities and Exchange Commission that they planned to spend 7% more on new equipment and plant in 1970 than they spent in 1969. This was a smaller increase than railroads had anticipated in February, when SEC did its first survey of the year. And if the survey were taken today, some of the industry's economists believe, the increase would be wiped out altogether. As one of them put it: "We will be lucky if we can maintain last year's levels of capital investment. If there is any change, it will probably be slightly on the down side."

Bright spots in the capital spending picture are in outlays for new communications and signaling equipment, and for maintenance of way equipment. Expenditures in these areas may well end up ahead of 1969.

● **Locomotive market good.** Also bright is the motive-power-acquisition picture. Says one big locomotive builder: "The domestic locomotive market has been maintained on a relatively high plateau for the past several years and evidence to date indicates a continuance through 1971. Industry

Third-quarter traffic forecast

Region	Estimated loadings, third quarter 1970	% Change from 1969
Allegheny	631,132	+1.9%
Atlantic States	476,094	+0.7%
Central Western	258,464	+3.5%
Great Lakes	559,594	−1.6%
Mid-West	768,056	−0.9%
New England	78,657	−2.2%
Northwest	532,637	+1.9%
Ohio Valley	875,405	+1.5%
Pacific Coast	351,813	+0.5%
Pacific Northwest	212,155	+0.2%
Southeast	1,022,076	+1.7%
Southwest	429,604	+1.4%
Trans-Missouri-Kansas	364,378	+6.7%
Total	**6,560,065**	**+1.3%**



figures for the past four years show locomotive deliveries of 1,080 units for calendar 1967; 1,005 for 1968; 1,215 for 1969 and projected deliveries of more than 1,250 units for 1970."

The locomotive market will continue strong in the foreseeable future, says this builder: "Several railroads actually are faced with motive power shortages and for most roads equipment acquisition programs are proceeding despite tight money and high interest rates. We have seen no deterioration in the strong desire of the American railroads to modernize their motive-power fleets and retire 14- to 20-year old, economically obsolete units. This market has a potential of 1600 units a year for the next several years."

This builder finds that the new five-year amortization provisions for rolling stock, including locomotives, while not as effective as the 7% investment tax credit, have nonetheless been "a favorable factor in the continuing purchase of locomotives."

● **Car orders down.** Biggest weakness in the market picture is to be found in the slowing rate of freight-car orders. Orders for new cars in this year's first five months totaled only 16,287 units. This was substantially below the 43,359 new cars ordered in the comparable 1969 period (which, however, included one extraordinary month —April—when orders for 19,721 cars reflected uneasiness over the fate of the investment tax credit, and thus distorted the statistical picture).

Meanwhile, orders for rebuilds are up sharply this year—5,995 compared with 997 in the year-ago period. (A rebuild involves 50% or more of the cost of a new car.)

The most optimistic forecast for 1970 as a whole—and this one comes from a sophisticated, long-time watcher of the car market—calls for 70,000 new cars ordered.

One carbuilder, however, sees total orders falling in the 56,000-58,000 range (although deliveries will approximate 68,000 cars, due to the backlog built up last year).

"We do not see a real upturn in the railway equipment market until the economy turns and the railroad ton-miles increase," says this builder.

His company's present backlog is "pretty good" and no layoffs have so far been necessary. But "in one plant our backlog runs out at the end of July, and we will be forced to lay off 1,000 or more people."

It will take a general business upturn, and the resulting increase in ton-miles, to brighten the new-car picture, in this supplier's view.

Among other developments that would strengthen the car market:

"A most significant help would come from some means of eliminating the drain from unprofitable passenger service. The sooner this can be accomplished, by whatever means acceptable to the railroads, the sooner the industry should be able to ease freight-car shortages with new equipment.

"Proposed government-guaranteed loans to some railroads should also be of help."

● **The long-range picture.** While suppliers generally agree that "the state of the railway equipment market today is bad," as one of them put it, they look for an upturn. Some think it will come in the fourth quarter. Others feel it will not be felt until 1971. Nearly all feel that the spotlight of publicity that is now turned on the railroads' troubles will be helpful.

Says one manufacturer: "The upturn will come when the Congress and the American people fully understand the railroads' problems. I think it is possible that this can be accomplished within the next 12 months."

● **The next, critical 12 months.** What will these 12 months hold for railroads, and their suppliers? Hopefully, a sharp upturn in the national economy. It is ton-miles that produce earnings—and earnings that produce equipment orders. Hopefully, also, there will be a lessening of inflationary pressures, which have hurt the railroads more than most industries. (First National City Bank, in its economic letter released July 6, found evidence that "there may be a break in the inflation front and that the Administration's monetary and fiscal policies are really working." If this is true, no one will be happier than railroad men.)

And most hopefully, of all, there could be good news from Washington. Favorable Congressional action on the $750-million loan-guarantee bill for distressed railroads would be a major shot in the arm. And action to implement all or part of the industry's proposed program of Federal assistance (see following page) could be a permanent cure.

Will Congress opt for a cure—or for the "cure-all" of nationalization? At mid-year 1970 this is the big question.

WHAT ASTRO RECOMMENDED ►

ASTRO's $36-billion blueprint for

Capital expenditures would be nearly doubled under a bold new program that calls for a giant injection of Federal aid, plus wide-ranging regulatory relief.

In a sharp reversal of their go-it-alone philosophy, the railroads are requesting massive Federal assistance for a 10-year, $36-billion modernization program.

They have made it clear that what they want is a hand, not a handout. The money which the Federal government would put up would be more than returned—in the form of higher taxes, in the form of a vastly more efficient transportation plant which would continue to act (as railroads long have acted) as an inflationary brake. The alternative, the railroads warn grimly, could be nationalization—and instead of taxes paid out, subsidies paid in; instead of efficiency, bureaucratic chaos.

The industry's bold new program—demanding a measure of the assistance that has long gone to its competitors—was presented two months ahead of schedule at a June 30 news conference in Washington, four days after it won the unanimous approval of the board of directors of the Association of American Railroads.

● **PC crisis triggers early release.** The program was drawn up by an ad hoc group created last fall by the AAR and called ASTRO (for America's Sound Transportation Review Organization). General counsel for ASTRO was former Florida Sen. George A. Smathers, architect of the Transportation Act of 1958. With Senator Smathers at the news conference were AAR President Thomas M. Goodfellow; Dr. Burton N. Behling, AAR's vice president—economics and finance; and ASTRO executive director Robert W. Blanchette, on leave from Penn Central.

It was Penn Central's financial crisis, Goodfellow told the standing-room-only gathering of newsmen, that caused the early release of the ASTRO recommendations. "The problems now engulfing the Penn Central are not unique," said Goodfellow. "Other railroads also face grave difficulties."

The bill providing $750-million in guaranteed loans for the bankrupt Penn Central, and for other roads teetering on the brink, is essential, said Goodfellow—but it is not enough.

What the AAR and its ASTRO men think *will* be enough soon had newsmen racing for telephones.

ASTRO called for broad and revolutionary reforms to free railroads from the regulatory restraints of the past—but the big news was an ambitious blueprint for a $36-billion modernization program.

What ASTRO proposed was government aid that would come on top of the less than $2 billion a year which the industry (including private car lines) is now pumping into capital improvements. Various forms of aid were proposed, to meet the needs of various carriers.

● **Roadway.** The right-of-way—which competitive modes get from the Federal government, for less-than-compensatory user charges—got first attention.

ASTRO proposed:

—Relief for railroads from all state and local property taxation, which now amounts to $300 million a year. "Federal law should prohibit any state or local property tax—or tax imposed in lieu thereof—on railroad property used in transportation. . . . To make up for the loss in property taxes, the Congress should appropriate the requisite sums to refund to the states the amount they would otherwise have collected from the railroads in property taxes levied without discrimination."

> "The problems now engulfing the Penn Central are not unique"
> Thomas M. Goodfellow

—A requirement that Congress direct the states to devote 10% of Fedeal highway trust funds—or about $530 million a year—to grade-crossing elimination and protection. This is now permitted but not required.

—Creation of a Federal Transportation Fund (incorporating the existing Highway Trust Fund)—of which $400 million would be used to complement (not supplant) expenditures railroads are now making on right-of-way and structures. "Within limitations, railroads should make a contribution to the fund by some appropriate levy, such as way bill charges. . . . Any railroad applying for aid should be committed to dedicate the same general level of capital and ordinary expenditures from private funds on ways and structures as it has in a fixed number of prior years. . . . Improvements would include . . .terminal facilities; tie, rail and bridge programs; projects to relocate track and reduce grades and curvatures; maintainance of grade crossings (as distinguished from elimination or protection programs); rebuilding lines to avoid congested areas; and other m/w projects."

—In addition, guarantee by the Federal government of private loans up to an industry total of $400 million a year that would "also be available to assist railroads in their right-of-way maintenance programs."

—Legislation to permit railroads to amortize past capital investment in grading and tunnel bores. (The Tax Reform Act of 1969 permits tax amortization only for new costs.) This would be spread over a 50-year period.

—A Congressional directive that railroads qualify for relief from natural disasters on the same terms as highways.

● **Cars and locomotives.** As for new equipment, ASTRO proposed that the Federal government, in one way or another, help railroads substantially increase equipment-acquisition programs. Specifically, ASTRO requested that:

—All loans for new equipment, purchased either by railroads or railroad-owned carlines, be guaranteed by the Federal government.

—For those roads "unable to sustain even the reduced rates which a government guarantee would command," ASTRO proposed that "the Federal government should loan 20% of the capital needed for such purposes. The government should also help offset the cost of borrowings to obtain such additional equipment by assuming interest charges in excess of 4%. . . . To insure that this program is in addition to private efforts, any railroad applying for aid should be required to certify that its expenditures . . . during a stated period following the transaction will be at the same level as

tomorrow

Proposed Expenditures: 1970-1980

(millions)

	Average 1966-68	1970	1975	1980	TOTAL 1970-80
Freight Cars	$894	$1,623	$1,690	$1,761	$18,570
Locomotives	226	526	541	559	5,953
Rail & Tie Installations	271	528	528	528	5,814
Roadway & Structures (except rail & tie installations)	296	500	550	600	6,050
TOTAL	**$1,687**	**$3,177**	**$3,309**	**$3,448**	**$36,387**

obtained during a reasonable prior base period."

ASTRO contemplates that this program would encompass acquisition of 50,000 cars yearly during an initial five-year period—for an average of $200 million a year in principal advances and interest payments. Thereafter, the Federal cost would be only for interest payments.

Railroads could qualify for these funds on the basis of their share of total freight-car miles—although the Secretary of Transportation could vary the allocation "in the interests of adequate supply."

—Creation of a Federally-chartered non-profit corporation to acquire a "free running" fleet of general purpose, unassigned freight cars, especially ordinary boxes. Railroads would subscribe for the stock and pay in original capital of $10 million to $30 million. Debt obligations would be guaranteed by the government, but no Federal funds would be required except in the event of default.

As ASTRO sees it: "The ultimate scope of the corporation's activities must depend upon the results of an experimental period. . . . To preserve financial viability, the corporation may at first have to purchase less than the ideal number of cars pending actual experience as to utilization. As a result, other short-range incentives to increasing the car supply should not be considered as substitutes for this recommendation."

—Restoration of the 7% investment tax credit for freight cars and locomotives. ASTRO underscored the point that "as in the past, the railroads' private equipment programs will continue to depend heavily on tax incentives. In this regard, the investment tax credit is a more powerful stimulant to investment than the five-year amortization provision which replaced it beginning in 1970. Rapid amortization acts as a deferral of tax liability rather than as an outright reduction of taxes. . . ."

● **Regulatory reforms.** In the area of national transportation policy, ASTRO proposed:

—Formation of a new Federal agency to regulate all modes of transportation: "Transportation problems can no longer be left to public bodies empowered only to order partial solutions or oriented by charter and practice in favor of one mode of transportation."

—Granting of greater rate-making freedom so that railroads could lower rates to any level increasing earnings and be permitted to institute an automatic rate increase of up to 6% annually to meet higher wage and material costs. The time lag created by present rate-increase procedures cost the railroads more than $500 million in the last three years alone.

—Elimination of minimum rate regulation, on an experimental basis, to determine whether it is really needed.

—Elimination of state regulation of rates on the ground that it constitutes "an undue burden on interstate commerce."

—Publication by all modes of rates on all commodities, except certain agricultural products.

—Speeding up procedures for the abandonment of obsolete branch lines.

—Expediting merger procedures.

—Revision of laws barring establishment of common-ownership transportation companies.

● **Research.** ASTRO also recommended a Federal outlay of $100 million annually over the next 10 years for research into all phases of freight and passenger service: "Less than 4% of transportation research funds are now allocated to the Federal Railroad Administration and this sum is almost completely dedicated to high-speed passenger transportation."

● **Passenger service.** ASTRO called for three different approaches to three different kinds of passenger service.

—Federal-state assistance programs should be developed for commuter service. "Discontinuances should be permitted under Federal law on losing services unless public bodies present feasible programs to relieve railroads of recurring operating losses and to provide for capital improvements."

—"Corridor service extends beyond the interest of a single community or metropolitan area and Federal leadership is essential. The basic market and technological research should be financed by the Federal government. And if service is to be continued pending the conclusion of further research, the operating deficits incurred should be considered as part of the costs of research."

—A Federally chartered corporation should assume sole responsibility for providing long-haul intercity service deemed essential.

● **Self-help.** ASTRO did not absolve railroad management and labor of their own responsibilities. The report was critical of railroads for their intramural squabbling, asserting: "It is simply too late in the day for the luxuries of corporate individualism and the balkanized disunity of self-contained empires. If the industry will not surrender a large measure of its individuality, major decisions will either be made by others or not made at all."

The report also called for improved marketing research and more aggressive recruiting of new management talent.

As for the labor organizations, ASTRO noted that over half of every railroad revenue dollar goes into labor costs—and "for that reason, no real solution to the railroad problem can be devised without labor-management teamwork."

The report concluded: "Self-interest need not be short-sighted. If a competitive industry is to finance legitimate claims for improved wage scales, it must, in exchange, secure a more efficient use of manpower and be allowed to benefit from advances in technology. If the programs recommended in this report are to yield meaningful results, statesmanship must exist on both sides."

If this statesmanship is not forthcoming—within the industry, as well as without—the alternative, said ASTRO, could well be nationalization.

Why nationalization won't work

As scores of self-styled experts sift through the wreckage of Penn Central, looking for clues, armchair railroaders are having a field day. Each has his own solution to "the railroad problem" —and one heard with increasing pitch and frequency is: Nationalization.

● **Pox, or panacea?** Nationalization, says the AAR, would cost untold billions at the outset—and additional billions each year. For their money, the politicians might get a flashy passenger train or two—but what else? "Trouble," says the experience of nationalized railways abroad.

Yet, talk of nationalization must be taken seriously. It is coming not only from those who see it as a panacea, but from those who clearly view it as a pox. Transportation Secretary John A. Volpe has solemnly warned Congress that if it fails to approve pending legislation to guarantee loans for distressed railroads in the East, nationalization might be the only way out.

● **A clear choice.** The AAR's blue-ribbon ASTRO group (*page 28*) also sees the danger as a real and present one.

Says ASTRO:

"The clear choice is not whether there will be a national rail network, but what kind. . . . Deprived of a fair opportunity to modernize and keep abreast of growing demands, the rail industry will reach a point where the only course will be the nationalization of an obsolete system and the need —at total public expense—to make up for years of underinvestment and suppression.

"The frequent references to nationalization in recent years are not irresponsible dialogues, for railroads are demonstrably too important to be passed off as an anachronism. Indeed, the experience of other nations teaches that railroads are nationalized primarily because they are needed, not merely because they are sick."

● **The cost: staggering.** What would government seizure mean to taxpayers? "Estimates of the cost of government acquisition of the railroads run to $60 billion or more," says the AAR in a thoughtful and disturbing background paper that has been several months in the making. "And if payment was in the form of government bonds to railroad security holders, it would involve additional billions each year in interest."

The AAR makes the telling point that a form of nationalization has already been tried in the U.S. In World War I, under government operation, the railroads lost $2 million a day—and paid no federal taxes. (By contrast, railroads this year, even in a distress situation, will earn $500 million and pay more than $1 billion in taxes of all kinds.)

● **The overseas experience.** Advocates of nationalization view "the railroad problem" as essentially a passenger-train problem—a myopia that unfortunately extends also to many of the politicians who will have to make the ultimate decision. Thus, Columnist Frank Getlein, writing in the Washington Post, finds nationalization to be "the obvious answer" because: "Nationalization is . . . the way railroads are run in most countries and is why train travel in most countries is so incomparably better than it is here."

What Getlein fails to point out, possibly because he does not know it, is that while U.S. railroads operate only about 400 intercity passenger trains a day, they run 10,000 freight trains in an average 24-hour period. One railroad man who recently toured European systems comments, with some bitterness: "The railfans who come back raving about Europe's flashy facade of premier passenger trains rarely have anything to say about Europe's great fleets of two-axle freight cars."

● **The overseas experience.** Just over two decades ago, Britain declined to grant its railways the kind of regu-

Britain tried it—and now uses a "conjuring trick" to

LONDON

Nothing is for nothing in the world of transportation. Britain's taxpayers first digested that little truth 22 years ago.

It was in 1948 that the country's ailing railroads—along with major waterway operators—were bought out by Government. The cost was more than $1.1 billion in guaranteed interest stock.

Ever since then a hefty annual subsidy from the taxpayer has kept British Railways (BR) in business. But only in the past year or two—mainly as a result of Barbara Castle's clever conjuring trick—has the public learned to accept, almost without grumbling, the simple fact that what you have, you have to pay for.

The storm of BR's mounting annual deficit began to blow in the Fifties. By the early Sixties it had reached hurricane force.

Clearly, someone had to wield an axe if BR was to survive. Dr. Richard Beeching, a high-powered executive from Imperial Chemical Industries, was appointed hatchet man.

As Chairman of BR's Board, he presided over a committee of inquiry whose report, published early in 1963, made many BR timeservers tremble.

Its radical recommendations for trimming away the accumulated fat of a century roused fierce opposition from local pressure groups and Parliamentarians. But carefully, step by step, Government and BR put many of the main proposals into effect.

By 1967 the route system had been trimmed from the 20,000 miles taken over in 1948 to a more manageable 12,500 miles. The number of terminals had fallen from 8,294 to 3,235, and marshalling yards from 973 to 184.

Steam locomotives—there were 20,000 on line in 1948—were completely replaced by diesel and electric traction between 1956 and 1968.

The system's huge stock of ancient freight cars was also largely replaced, and the total number reduced from 1,165,000 to 430,000.

But the most effective economic measure probably was the slashing of the payroll. This was cut from an incredible 641,000 at nationalization in 1948, to a still-to-big 296,000 by early 1968. In a single five-year period, 150,000 workers were dropped and thousands of others were retrained and reassigned. Thousands of miles of branch lines were lopped off.

One might have expected all this rationalization to have pulled the system well out of the red. But rationalization and modernization costs money too—lots of it. Dieselization and electrification required huge injections of cap-

latory and financial relief now proposed by ASTRO for U.S. roads, and embarked on the nationalization path instead. The results are described by Railway Age International Editor John Levett in a special dispach from London (*below*).

The AAR's background paper on nationalization makes other points about the overseas experience that are not, apparently, widely known to nationalization enthusiasts:

—"The national railroads of Western Europe and Japan operate at an average 20% deficit. And that only covers annual operating losses. In some instances, it does not include subsidies paid for loss-making passenger services.

"The publicized operating deficits do not include the large additional amounts spent for capital improvements or for research and development of rail equipment.

"If the American railroads operated on this basis and had the average 20% operating deficit experienced by the foreign lines, the bill to the U.S. taxpayers to cover operating losses alone would be more than $2 billion a year.

—"Critics of U.S. railroads are quick to point out that the New Tokaido Line in Japan had a $96 million 'operating profit' in 1968. But the full story of the Japanese railway system is something different. In fact, in that same year: Of 244 other lines operated by Japanese National Railways, only 10 were profitable. The whole 12,000-mile system had an operating deficit of $373.3 million. Government expenditures for railroad improvements totaled about $1.3 billion. And the accumulated railway deficit was $5.3 billion."

—"Canadian National and Canadian Pacific are virtually parallel operations of about equal size. Canadian National—which the government owns—had a deficit of $29.2 million in 1969 while Canadian Pacific had net earnings of $35 million and paid the Canadian government more than $19 million in income taxes."

● **More, better service?** There are, of course, those in the U.S. who grant that the cost of nationalization would be high. But nationalization would be worth the cost, they contend, in return for better and bigger service to travelers and shippers.

Again, experience abroad suggests that this is far from being the case. France, for example, trying to reduce its $350-million annual railroad deficit, is now in the process of abandoning 3,000 miles of line with low merchandise freight traffic and 6,000 miles of passenger service where traffic has been unprofitable. Buses are being substituted for trains. Ultimately, about one sixth of France's rail passengers will be shifted to highways.

● **A better way?** Will U.S. railways fare better under nationalization than their neighbors abroad? Former Senator George Smathers and his ASTRO panel don't think so: "Because of our political make-up, nationalization would be the most disruptive means to achieve vigor in the industry. So deep is the national dedication to private enterprise that government would only be accomplished piece-meal, after a lengthy and painful process of unsuccessful attempts at reorganization, of constantly eroding assets, and of steadily deteriorating service, ultimately affecting all the railroads. . . . During this period of decay, the public would pay an incalculable price in high cost and inefficient transportation.

"Nationalization, with all its unfortunate results, is an unnecessary step. Bold, but less drastic measures, promptly undertaken, can insure that the capital needs of the industry can be met.

To rebuild a healthy railroad system, these programs will involve labor, management and government in major undertakings and sacrifices. The national interest demands no less."

cover up the messy results

ital. Mounting annual interest payments crunched steadily into operating returns.

By 1967 the annual deficit had reached a new high of £153 million. And it was then that Minister of Transport Barbara Castle began rehearsing what become the slickest conjuring trick in Britain's transportation history.

With one Parliamentary Act which came into force on Jan. 1, 1969, she wiped the deficit from BR's books. Instead of paying subsidies to meet the horid deficit *after* the books were made up, the new bill provided for special grants to be made in advance.

As a result, BR was able to chalk up a modest profit of about £10 million for 1969. The taxpayers sighed with relief—but went on paying just the same.

One significant difference between the old system of support and the new is this: Instead of Government simply handing over a lump sum to balance the books, it makes specific grants only for loss-making lines it considers "socially or economically necessary."

And the public can join the game. Before BR can close any line, local authorities have to be consulted and local objections heard. Only after this procedure has been meticulously followed will the Minister make a decision.

The new Act made another substantial contribution towards BR's economic health—by the simple expedient of writing off £557 million of the system's £922 million of interest-bearing debt.

The Act also offered BR special infrastructure grants pending elimination of surplus track and signaling equipment.

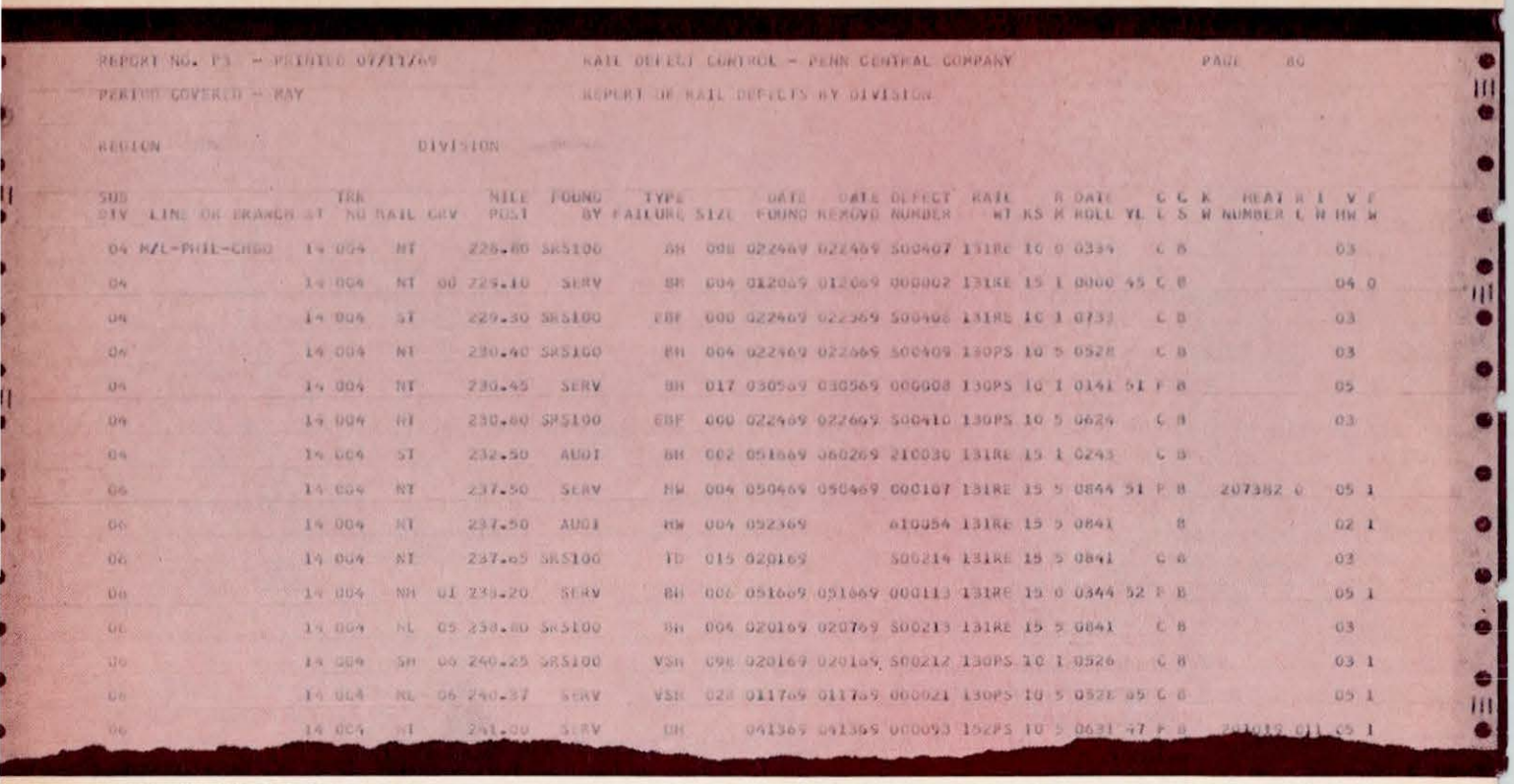
Richard Marsh, then Minister of Transport, told me last year he expected BR to get grants "not far short of £400 million" during the first five years from operation of the new Act. About three-quarters of that would go toward supporting loss-making services.

This year alone uneconomic passenger services will bet about £58 million.

BR's sharp new management team is not too happy at the thought of having to operate a substantial bundle of loss-making services. But they are happy at being able to publish an annual report which shows them ending the year in the black.

The new Conservative administration has yet to declare itself on the future of Britain's railroads. But it is committed to slashing public spending. And there is nothing to stop the new Minister, John Peyton, declaring many presently supported lines "socially *un*necessary."

—John Levett



REPORT NO. P3 - PRINTED 07/11/69 RAIL DEFECT CONTROL - PENN CENTRAL COMPANY PAGE 80

PERIOD COVERED - MAY REPORT OF RAIL DEFECTS BY DIVISION

REGION DIVISION

SUB DIV	LINE OR BRANCH	ST	TRK NO	RAIL	GRV	MILE POST	FOUND BY	TYPE FAILURE	SIZE	DATE FOUND	DATE REMOVED	DEFECT NUMBER	RAIL WT	RAIL KS	R	DATE ROLL	YL	C L	G S	K W	HEAT NUMBER	R	I W	V HW	F W
04	N/L-PHIL-CHGO		1 004	NT		228.80	SRS100	BH	098	022469	022469	S00407	131RE	10	0	0334		C	B					03	
04			1 004	NT	00	229.10	SERV	BR	004	012069	012069	000002	131RE	15	1	0000	45	C	B					04	0
04			1 004	ST		229.30	SRS100	EBF	000	022469	022369	S00408	131RE	10	1	0751		C	B					03	
04			1 004	NT		230.40	SRS100	BH	004	022469	022669	S00409	130PS	10	5	0528		C	B					03	
04			1 004	NT		230.45	SERV	BH	017	030569	030569	000008	130PS	10	1	0141	51	F	B					05	
04			1 004	NT		230.80	SRS100	EBF	000	022469	022669	S00410	130PS	10	5	0624		C	B					03	
04			1 004	ST		232.50	AUDI	BH	002	051869	060269	210030	131RE	15	1	0243		C	B						
06			1 004	NT		237.50	SERV	RW	004	050469	050469	000107	131RE	15	5	0844	51	F	B		207382	0		05	1
06			1 004	NT		237.50	AUDI	RW	004	052369		610054	131RE	15	5	0841			B					02	1
06			1 004	NT		237.65	SRS100	TD	015	020169		S00214	131RE	15	5	0841		C	B					03	
06			1 004	NR	01	238.20	SERV	BH	006	051669	051669	000113	131RE	15	0	0344	52	F	B					05	1
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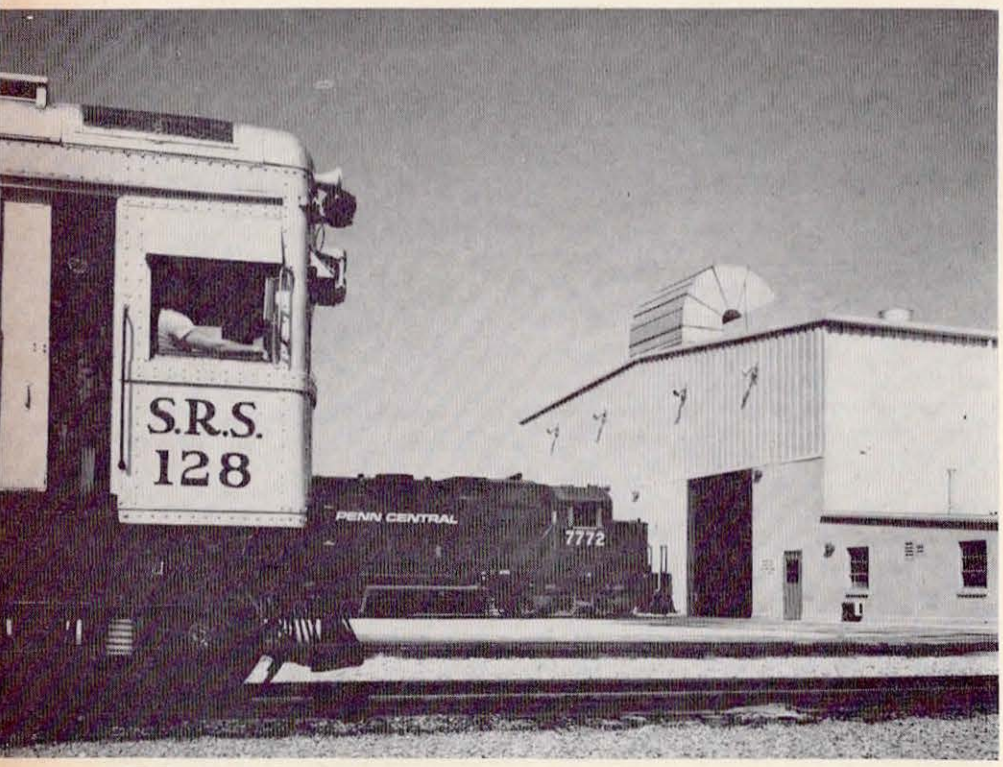
MONTHLY PRINTOUT from Penn Central computer shows rail defects found by special cars and ultrasonic devices.

Computer spots rail defects fast



DIESEL SHOP AT PENN CENTRAL'S Columbus, Ohio Buckeye Yard provides backdrop for the Sperry rail detector car, several of which are in PC service.

Penn Central engineers are finding many uses for their private computer complex at headquarters in 6 Penn Center Plaza, Philadelphia. They expect to find many more.

Among the present applications however, is the computerizing of rail-defect information developed by a fleet of rail detector cars and a variety of portable ultrasonic testing instruments. These means of detecting rail defects are in action throughout the year. One measure of this activity: 22,551 miles of PC's 40,000 miles of track were tested in 1969 by detector cars, with about the same amount of trackage slated for testing this year.

● **Benefits listed.** The computerizing of rail-defect data has resulted in more efficient utilization of the road's rail supplies, explains B. J. Gordon, chief engineer, maintenance of way. The faster processing of rail-defect information permits more accurate gauging of the amount of rail needed for replacement of failed rails. The information is also useful in re-scheduling rail-laying gangs to provide for replacement of rail in high-defect areas. Finally, the computerized rail-defect data are useful in the long-range programming of rail renewals, says Gordon.

Central feature of the computer complex—where the rail-defect data are processed and other PC engineering

problems are solved—is an IBM 1130 computer. Other equipment includes an IBM 29 key punch, an IBM card reader, a high-speed printer capable of printing 340 lines per minute with 130 characters per line, and a Calcomp 32-inch drum plotter. Installation of an additional unit, called a Multiplexer, makes it possible to use both the computer and plotter at the same time.

● **Three-day course.** Space adjacent to the computer center has been converted into a classroom to acquaint engineering officers and supervisors with the rudiments of computer technology, in a three-day course. One objective of the course, explains David L. Glickstein, manager-engineering system development, is to encourage engineering personnel to acquire an understanding of computer capabilities to the end that they will be able to visualize ways in which the computer can be put to use in solving their problems.

"Our purpose," says Glickstein, "is to give management anything it wants in the way of digital printouts or graphical representations produced by the Calcomp plotter." Gordon is enthusiastic about the capabilities of the computer. "Glickstein is eager for us to give him problems," he said, "and he never says 'it can't be done.' "

The computer is also being used in rating bridges and for developing production information on tie and surfacing gangs. Bridge inspection reports, the entire bridge program, track retirements and work equipment have also gone into the computer.

An example of the capabilities of the computer-plotter hook-up is the production of track charts, complete with all information found on conventional hand-drawn charts. Track charts are being produced by the plotter for part of the system. It is expected that in the not-too-distant future the plotter will be able to produce charts for the entire railroad.

A possibility visualized by Glickstein is that Gordon, by punching a master code on a key board, will be able to reproduce the track chart for any part of the system on a television screen at his desk.

● **Rail-defect charts.** Among jobs given to the plotter is the production of charts showing the number of rail defects per mile of track by years. Considered highly useful by PC engineers, these are bar charts plotted upward and downward from a base line. The bars above the line show bolt-hole cracks and head-and-web separations. Those below the line show all other defects.

Glickstein explains that the plotter can produce in one hour a rail-defect chart showing three years of data for 500 miles of track. He estimates that 40 man-hours would be required to produce the same chart manually.

The rail-defect charts are considered useful because at a glance they make it possible to spot areas where unusual numbers of defects are occurring. Gordon says his aim is to have his computer people work out a system for using the Calcomp plotter to show the rail-defect information graphically on the track charts which it is already producing. He will then be able to appraise at a glance the rail-defect situation at any given location, along with other pertinent factors, such as weight and age of the rail.

● **Developing rail-defect data.** In obtaining data on rail defects the PC utilizes a variety of detector cars, explains James G. Milheim, engineer of rail tests. Equipment includes two induction cars, provided by Sperry Rail Service-Automation Industries, which have ultrasonic equipment for finding defects in joint-bar areas; the Sperry No. 402 all-ultrasonic car; an AAR magnetic car; and an induction car, called the X-8015, built by Sperry but owned by the railroad. The 402 car is designed to detect flaws in the joint-bar areas. It also will locate certain defects outside the joint-bar area that are conducive to detection by a high-production ultrasonic test.

Computer's data are useful in programming rail renewals

Extensive use is made of portable ultrasonic instruments for testing special locations, some annually, others semi-annually and still others on a quarterly basis. Locations tested with these instruments include all rails in crossings, station platforms, turnouts and crossovers, compromise joints and insulated joints, joints at the ends of welded strings, field butt-welds between welded strings where the upset metal has been ground off and joint bars applied, all rail parts of manganese crossings, and all rails of bolted crossings.

● **Daily reports on rail defects.** For providing the basic rail-defect information for the computer the railroad has developed Form M. W. 151. This daily report is to made out by operators of the PC-owned detector cars and portable instruments, as well as by representatives of the railroad on Sperry and AAR cars.

Since the Sperry people have also been developing the same information for their own purposes, the plan is now for both the railroad and Sperry to use the same source document (Form M. W. 151) and for Sperry to provide the railroad with punched computer cards or magnetic tape containing information taken from the document. This information will be transmitted by wire or telephone circuit from Sperry's computer complex at Danbury, Conn., to PC's main computer center at 32nd Street, Philadelphia. According to PC and Sperry spokesmen, the ultimate objective is to arrange for the data to be transmitted directly from computer to computer.

Information from the Sperry cards or tape will go onto the same master tape containing information from PC-owned cars and the operators of ultrasonic instruments. Monthly printouts are produced which give the rail-defect information by divisions. As the year progresses, the printouts show the information on an accumulative basis. There is also a monthly printout which summarizes the types of defects found by the various cars and by the ultrasonic devices.

● **Data furnished to AAR.** Requirements of the AAR for rail-defect information (and those of other agencies, for that matter) are also provided from the master tape. C. T. Popma, PC's assistant vice president-engineering, suggests that the practice of furnishing rail-defect data to the AAR from computers may tend to standardize the reporting of such information, resulting in uniform classification of rail defects.

For its part, Sperry Rail Service is working with other railroads with the aim of making arrangements for processing their rail-defect information in the same manner as it is doing for the PC.

Data on rails changed out due to both detected failures and service failures are also fed into the computer. The source document for this purpose in Form M. W. 150, which is filled out by the foreman in charge of the gang making the change-out. It then goes to the division engineer's office where the various items of information are coded for the computer.

Glickstein regards the progress made so far in the electronic processing of rail-defect data as the building of a base which will lead to further and perhaps even more sophisticated, applications. For instance, he hopes to be able, through statistical and analytical technology, to forecast the rail defects that may be expected to occur in a given area, taking into consideration the tonnage of traffic carried and the track condition. He wants also to be able to tell management what must be done to build up a given line to permit it to handle a greater amount of traffic, and thereby to gauge the profitability of the traffic. ■

St. Louis moves toward a rail transit system

Rail system would be an 82-mile, 60-station, eight-corridor network covering parts of a 1,600-sq-mi metropolitan area.

The powers-that-be of the St. Louis area apparently have convinced themselves they want rail rapid transit. But groundbreaking may still be two years away. The powers still must (1) agree on a plan, and (2) sell their conviction to the public.

The word that the system would be rail came in April when area groups responsible for transit development rejected an all-bus proposition in favor of what they called a "rail-like" system. The option is called "rail-like" to emphasize the concept of a grade-separated system operating on exclusive right-of-way, consultants say.

● **Door remains open.** Although data was gleaned from existing rail systems, consultants add, the procedure "does not include the consideration or use of less-conventional systems provided that, when the transit system for St. Louis is actually designed, such systems have demonstrated a capability to equal or exceed the characteristics of, and cost elements of, a modern rail system."

Conventional or not, a rail system was chosen over a mere enlargement of the present bus system.

This decision, however, was itself a year overdue, according to a schedule drafted in 1967 by the mass transit committee of a group known as Civic Progress, Inc. According to that schedule, area voters should already be considering a final plan for the system. Now, they probably won't get a final plan until summer 1971.

A consultant's recommendation for an initial route may be ready by the end of July. Development of a final plan, however, will take an additional ten months, consultants estimate.

● **Businessmen get together.** Whenever the plan is ready, the focus will shift to money. Already, a group that will assume the burden at plan-showing time is getting itself together. The group will have the job of educating the public for securement of the local share, an estimated $400-million-to-$500 million, of the total $1.2-billion transit bill.

The group is the mass transit committee of the Metropolitan St. Louis Chamber of Commerce.

In the meantime, the committee is working to enlarge its membership beyond businessmen, especially to labor and to minority segments of the community.

Committee chairman is Eugene F. Williams, Jr., president and chief executive officer of the St. Louis Union Trust Co., a powerful institution in the area.

● **Educational job vital.** Williams clearly sees the education task that the committee faces. He believes public support for rail transit has been lost in some cities because of weak education on the need for transit. He is determined it won't happen in St. Louis.

Recommendation for an initial route may be ready by the end of July

"I'm convinced," Williams says, "of the importance of rapid transit. No other single thing could be done that would play as significant a part in revitalizing the urban area."

The committee, however, will launch no campaign "until we have a transit plan," Williams says. By then, he hopes to have added the members that will make his group a full-length mirror of the community.

"We intend to demonstrate," Williams says, "that the business leadership of this community is fully committed to rapid transit and that the community as a whole wants to get on with the job."

Williams wants his group to include men like U. S. Representative William L. Clay, Negro congressman from St. Louis (1st District). Clay has a single, clear interest in transit. "As long as the system allows poor people to get to the sources of employment, I support it," Clay says.

Williams estimates that proposals for financing the system could be made six months after the committee sees the final plan.

● **The plan is the thing.** Generally, the rail system would be an 82-mile, 60-station, eight-corridor network. It would cover parts of a 1,600-square-mile metro area including the city of St. Louis, and St. Louis, St. Charles and Jefferson counties in Missouri, plus St. Clair (East St. Louis), Madison and Monroe counties in Illinois. St. Louis County includes the fast-growing Clayton area just west of the city of St. Louis.

Complementing the rail system would be 87 local bus lines operating over 1,692 miles, five express bus lines operating over 161 miles, and 16 "rapid" bus lines operating over 548 miles.

A consultant's projection shows that ridership in 1990 will be 110% greater than the 1966 figure for the overall transit system.

By 1990, the projection indicates, the St. Louis Metropolitan area population will grow by 58%.

From the employment angle, there is this projection: Jobs in the metro area will increase by 72%, and in the downtown business district by 21%. Estimated job increase for St. Clair county will be 56% and for East St. Louis alone, 19%.

Radiating from the city of St. Louis, the rapid system would be shaped into three major westbound routes, two north-south routes, two lines on the east, (Illinois) side of the Mississippi River, and a branch to Florissant, Mo. The lines into Illinois would cross the river on the Eads bridge.

● **Decision based on costs.** The decision for the rail system was based on reasoning similar to that in the following consultant's statement:

"The all-bus system operating on existing and future highways is expected to involve an estimated implementation cost of $75 million, and hence will require the lesser investment in capital costs.

"Operating costs for an all-bus system are expected to continue to increase because of the high labor-passenger ratio. In addition, it is doubtful that a bus system operating in mixed traffic will provide a significant improvement in the transportation system for St. Louis.

"Since the estimated daily transit-person trip volume . . . assumes a free-flowing highway system, and since the Missouri State Highway Department's review of the resulting traffic on the Highways revealed several areas of serious congestion, it is possible that, if this condition prevails, travel time for the buses would increase and pa-

(Continued on page 41)

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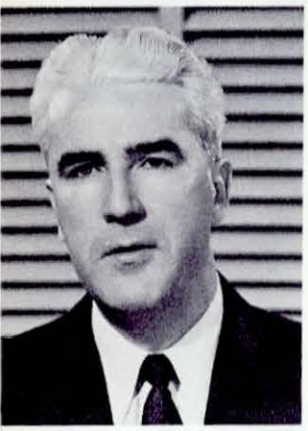
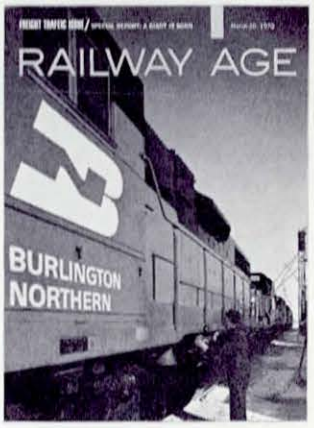
The four languages of railroading

Railway Age



He speaks General Management

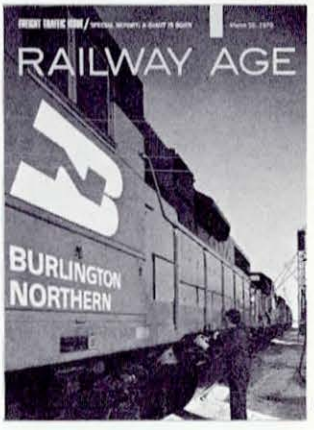
"We should be making up about forty trains a day at the new yard," he'll say. Semantically, no problem. Everyone on the railroad knows what he's talking about. Can go straight into horizontal Railway Age without translation.



He speaks Mechanical

"By continuously monitoring motor speed and combining this with torque demand, slip can be continuously adjusted to provide the desired torque by regulating frequency and voltage."

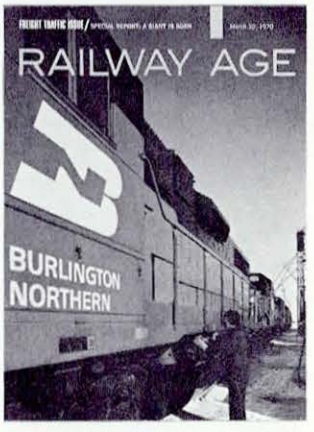
(OK as is for LOCOMOTIVE & CARS and its Mechanical Department readers, but needs translating into General Management for others.)



He speaks Engineering

"If the curve is not transposed, the spalled-out shell will progress across the ball of the rail from the gage to the field side, resulting in an excessive batter condition."

(Great for TRACK & STRUCTURES, but other departments don't speak Engineering. They need the RAILWAY AGE version.)

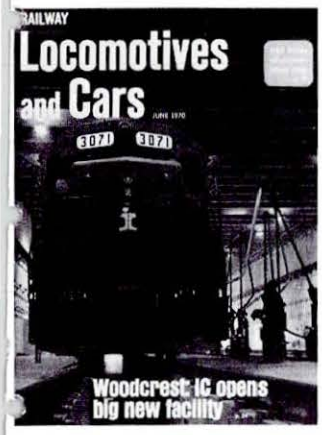
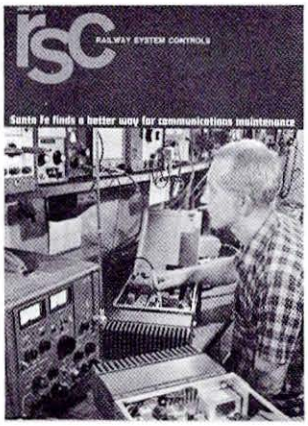


He speaks Signaling & Communications

"The return current induced in the return conductor tends to balance the catenary current, and this minimizes the electromagnetic induction. Open wire circuits must still be replaced."

(That's pure Greek to most general management men and people in Mechanical and Engineering. But RAILWAY AGE will fill them in.)

– and how the Railway Age Group speaks each one like a native

Railway Locomotives & Cars	Railway Track & Structures	Railway System Controls
		
		

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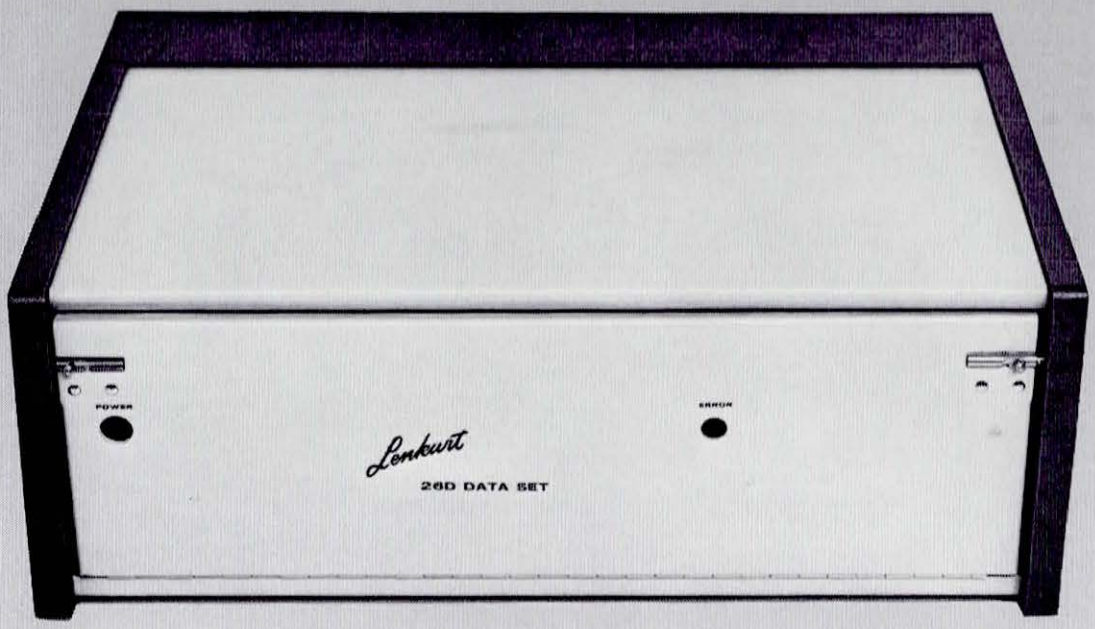
The Railway Age Group



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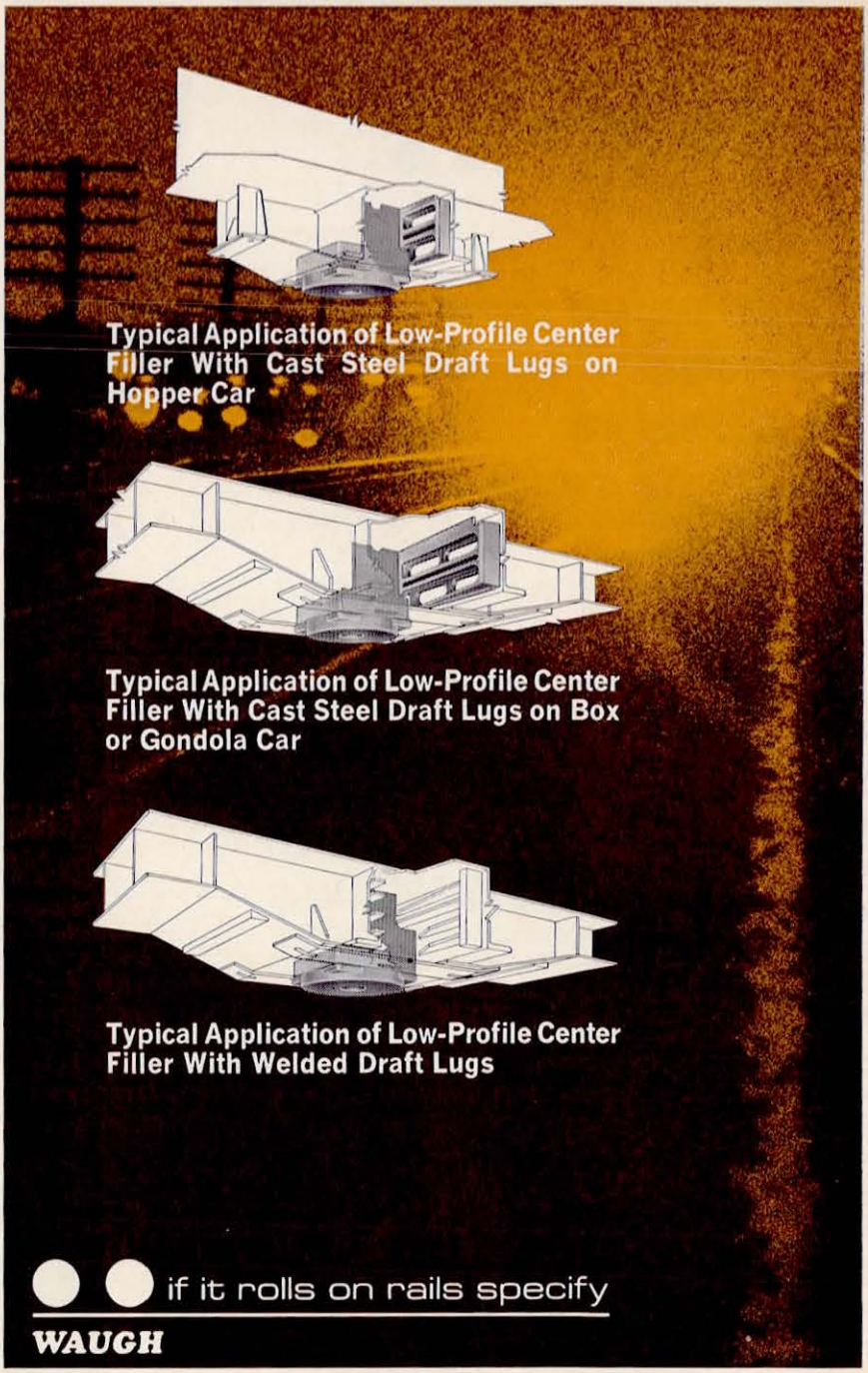
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Circle 11 on coupon page 57

St. Louis gives nod to rail transit

(Continued from page 34)
tronage would probably be reduced."

● **Rail more effective.** The consultant also pointed out that the rail alternative would be more effective than bus lines in support of a strong central business district and in improvement of land values and suburban employment and commerce.

Involved most immediately with plans for the St. Louis system is the Missouri-Illinois Bi-State Development Agency. The agency operates the Bi-State transit system, an amalgam of 15 former private bus companies. Bi-State has retained a joint consultant group consisting of a national firm, Parsons Brinckerhoff-Tudor-Bechtel, and a St. Louis firm, Severdrup & Parcel.

Also involved is the East-West Gateway Coordinating Council, an organization of the principal elected officials of the metro area. The Gateway body (which has no legislative or enforcement power) provided one survey of transportation and land-use trends. The Bi-State body, a member of Gateway, provided another survey. Both surveys were used as a base for the consultant's feasibility study.

Late in May, the Gateway Council moved to shift the contract for full transit-plan development to itself from the Bi-State group. The Council sought greater local control over that development, to insure the widest public acceptance.

Bi-State in mid-June blocked the shift, with the support of the consultants who reminded everyone that their contract was with Bi-State only. Bi-State's executive director was quoted by the St. Louis Post-Dispatch as saying he would hide the consultant's initial plan until Bi-State directors could vote on it. The dispute, in fact, has held up delivery of the initial plan, says Peter R. Vandersloot, project manager of the consultants.

Once Bi-State gets the initial plan, Vandersloot says, Bi-State will have to decide how it wants the consultants to proceed. "Some want us to do the whole long-range program instead of devoting our time to refinement of the initial plan. The initial plan is what we will be working on if they go ahead and tell us to do it that way," Vandersloot says.

A clash between Bi-State and the East-West Council over the initial route, Vandersloot says, could delay progress. But that chance will be lessened, he feels, if the Bi-State director succeeds in guarding the plan. ■

TRANSIT ROUNDUP

Transit-aid bill nears approval

If June was a bad month for rail men transit men had cause for jubilation. The House Banking Committee approved and sent to the House floor a bill authorizing $10 billion in transit aid over the next 12 years. House approval is expected very soon.

The bill is noteworthy for providing the first long-term transit obligational authority. This means local authorities can cite available Federal aid while seeking local support. Lack of firm commitments for Federal aid has helped to defeat transit bond issues in some cities. Since the $10 billion will be allocated on a 2 for 1 matching basis, two Federal for every one local, the actual total for transit aid is $15 billion.

Though speedy House approval is certain, the bill must be squared with a previously-passed Senate bill in conference. Observers expect the House measure, which authorizes $5 billion in obligational authority in the next five years, to prevail over the $3.1 billion for the same period in the Senate-passed version.

Anticipation of this manna made for an optimistic Institute for Rapid Transit annual meeting June 17-19 in New York City. With more than 360 transit men and suppliers on hand from around the nation, the meetings were marked by a lively exchange of information on the transit process, from planning to construction and operation.

New technology was dramatized by DOT Secretary John A. Volpe who travelled to the meetings in the Waldorf-Astoria via subway, after having ridden an experimental gas-turbine-electric rail car from a Long Island airport to Penn Station.

Upon arriving, Secretary Volpe, accompanied by Urban Mass Transit Administrator Carlos C. Villareal, announced the award of a $1.4-million grant to IRT for a three-year study to improve the lot of subway riders.

"Our subways are hot, noisy, and unpleasant," Secretary Volpe said. "We must do something as soon as possible to improve that environment."

The grant is the first of three IRT will receive, in all totaling $2.8 million.

Secretary Volpe also announced a grant of more than $20 million for the Metropolitan Transportation Authority of New York to help pay for 120 multiple-unit commuter cars for the Long Island Railroad.

Having distributed this largesse, the DOT Secretary strongly backed the pending transit aid legislation in a luncheon address.

The theme of the IRT meetings was "Urban Transit for a Better Environment." Panel discussions on the state of the transit art, airport access, financing, and overseas developments drew standing room-only crowds.

Perhaps the most stimulating was a dual panel of transit authority executives and transportation news writers from major Eastern newspapers. IRT President and New York MTA Chairman Dr. William J. Ronan, for instance, was matched by Richard Witkin of the New York Times. The debate between the two groups, one smoothing over trouble spots, the other hauling out the dirty linen, constituted a successful, at times heated, always informative, and often humorous format.

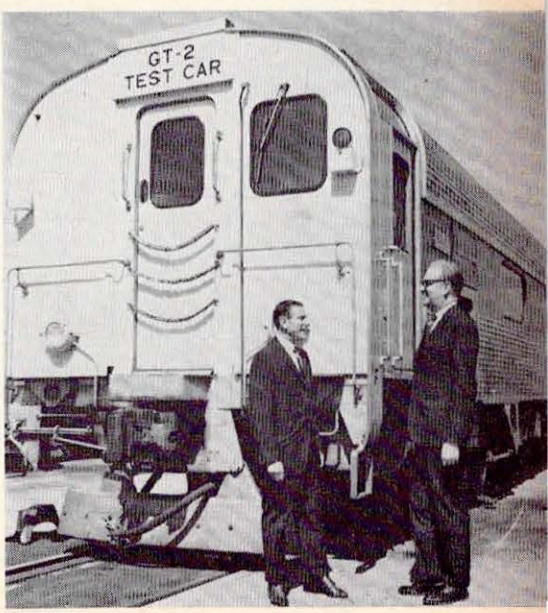
In other transit news DOT announced grants of:

● $2,956,284 to 25 universities to provide fellowships for urban transportation research.

● $10.2 million to the New Jersey Department of Transportation for two-thirds of the cost of 45 new electric self-propelled rail passenger cars on the Penn Central commuter line between Trenton, N.J., and New York City.

● $5,412,356 to the Dallas, Texas, Public Transit Board for further expansion of its physical plant.

—Reid Beddow



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St. Louis gives nod to rail transit

(Continued from page 34)

tronage would probably be reduced."

● **Rail more effective.** The consultant also pointed out that the rail alternative would be more effective than bus lines in support of a strong central business district and in improvement of land values and suburban employment and commerce.

Involved most immediately with plans for the St. Louis system is the Missouri-Illinois Bi-State Development Agency. The agency operates the Bi-State transit system, an amalgam of 15 former private bus companies. Bi-State has retained a joint consultant group consisting of a national firm, Parsons Brinckerhoff-Tudor-Bechtel, and a St. Louis firm, Severdrup & Parcel.

Also involved is the East-West Gateway Coordinating Council, an organization of the principal elected officials of the metro area. The Gateway body (which has no legislative or enforcement power) provided one survey of transportation and land-use trends. The Bi-State body, a member of Gateway, provided another survey. Both surveys were used as a base for the consultant's feasibility study.

Late in May, the Gateway Council moved to shift the contract for full transit-plan development to itself from the Bi-State group. The Council sought greater local control over that development, to insure the widest public acceptance.

Bi-State in mid-June blocked the shift, with the support of the consultants who reminded everyone that their contract was with Bi-State only. Bi-State's executive director was quoted by the St. Louis Post-Dispatch as saying he would hide the consultant's initial plan until Bi-State directors could vote on it. The dispute, in fact, has held up delivery of the initial plan, says Peter R. Vandersloot, project manager of the consultants.

Once Bi-State gets the initial plan, Vandersloot says, Bi-State will have to decide how it wants the consultants to proceed. "Some want us to do the whole long-range program instead of devoting our time to refinement of the initial plan. The initial plan is what we will be working on if they go ahead and tell us to do it that way," Vandersloot says.

A clash between Bi-State and the East-West Council over the initial route, Vandersloot says, could delay progress. But that chance will be lessened, he feels, if the Bi-State director succeeds in guarding the plan. ■

TRANSIT ROUNDUP

Transit-aid bill nears approval

If June was a bad month for rail men transit men had cause for jubilation. The House Banking Committee approved and sent to the House floor a bill authorizing $10 billion in transit aid over the next 12 years. House approval is expected very soon.

The bill is noteworthy for providing the first long-term transit obligational authority. This means local authorities can cite available Federal aid while seeking local support. Lack of firm commitments for Federal aid has helped to defeat transit bond issues in some cities. Since the $10 billion will be allocated on a 2 for 1 matching basis, two Federal for every one local, the actual total for transit aid is $15 billion.

Though speedy House approval is certain, the bill must be squared with a previously-passed Senate bill in conference. Observers expect the House measure, which authorizes $5 billion in obligational authority in the next five years, to prevail over the $3.1 billion for the same period in the Senate-passed version.

Anticipation of this manna made for an optimistic Institute for Rapid Transit annual meeting June 17-19 in New York City. With more than 360 transit men and suppliers on hand from around the nation, the meetings were marked by a lively exchange of information on the transit process, from planning to construction and operation.

New technology was dramatized by DOT Secretary John A. Volpe who travelled to the meetings in the Waldorf-Astoria via subway, after having ridden an experimental gas-turbine-electric rail car from a Long Island airport to Penn Station.

Upon arriving, Secretary Volpe, accompanied by Urban Mass Transit Administrator Carlos C. Villareal, announced the award of a $1.4-million grant to IRT for a three-year study to improve the lot of subway riders.

"Our subways are hot, noisy, and unpleasant," Secretary Volpe said. "We must do something as soon as possible to improve that environment."

The grant is the first of three IRT will receive, in all totaling $2.8 million.

Secretary Volpe also announced a grant of more than $20 million for the Metropolitan Transportation Authority of New York to help pay for 120 multiple-unit commuter cars for the Long Island Railroad.

Having distributed this largesse, the DOT Secretary strongly backed the pending transit aid legislation in a luncheon address.

The theme of the IRT meetings was "Urban Transit for a Better Environment." Panel discussions on the state of the transit art, airport access, financing, and overseas developments drew standing room-only crowds.

Perhaps the most stimulating was a dual panel of transit authority executives and transportation news writers from major Eastern newspapers. IRT President and New York MTA Chairman Dr. William J. Ronan, for instance, was matched by Richard Witkin of the New York Times. The debate between the two groups, one smoothing over trouble spots, the other hauling out the dirty linen, constituted a successful, at times heated, always informative, and often humorous format.

In other transit news DOT announced grants of:

● $2,956,284 to 25 universities to provide fellowships for urban transportation research.

● $10.2 million to the New Jersey Department of Transportation for two-thirds of the cost of 45 new electric self-propelled rail passenger cars on the Penn Central commuter line between Trenton, N.J., and New York City.

● $5,412,356 to the Dallas, Texas, Public Transit Board for further expansion of its physical plant.

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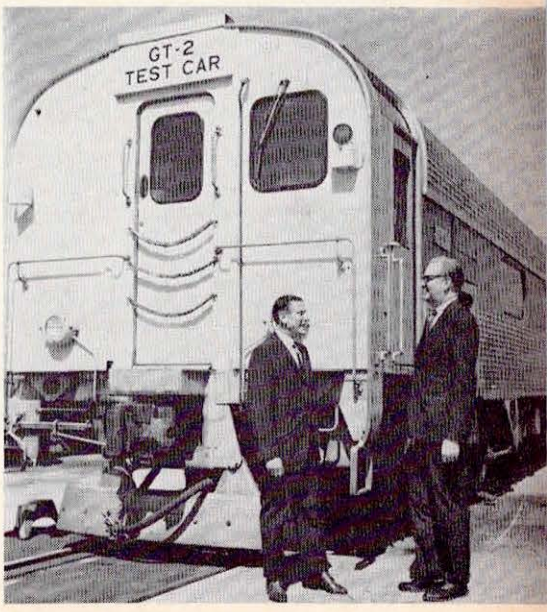

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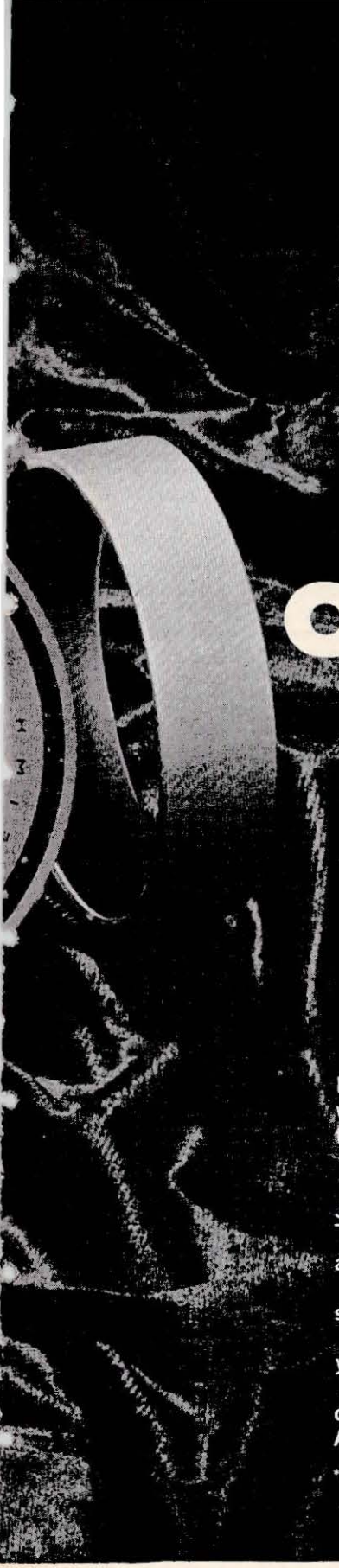

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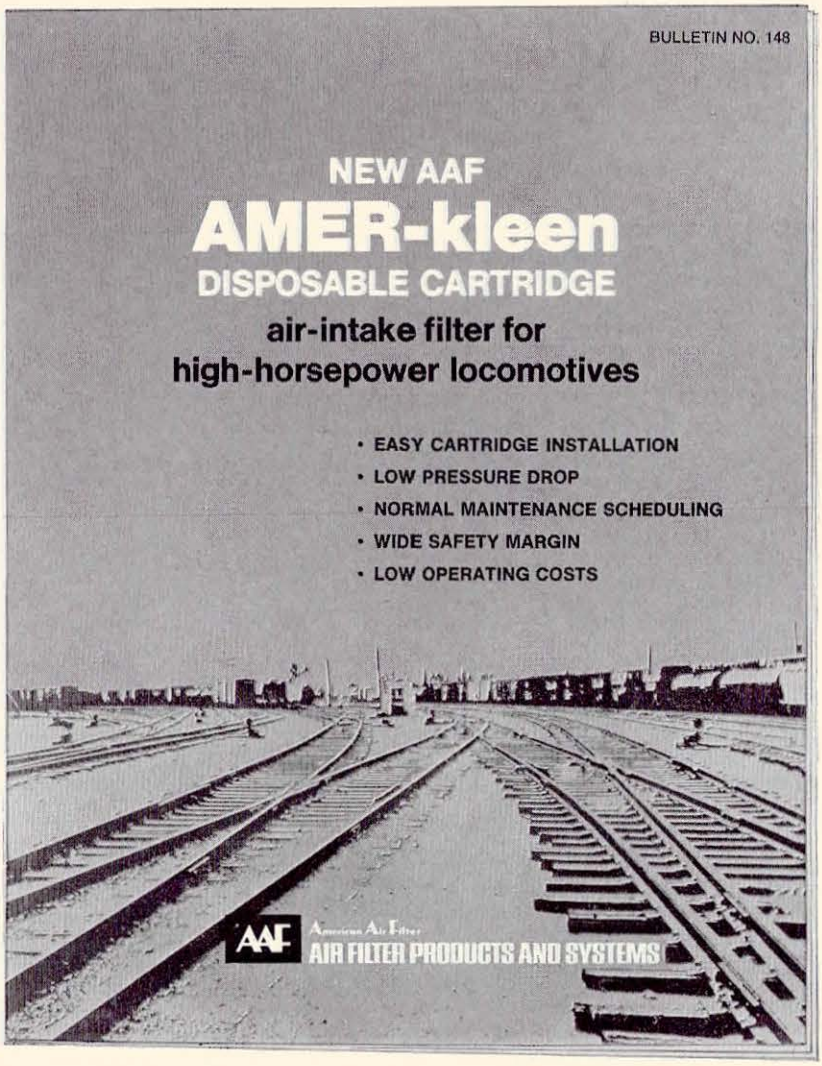

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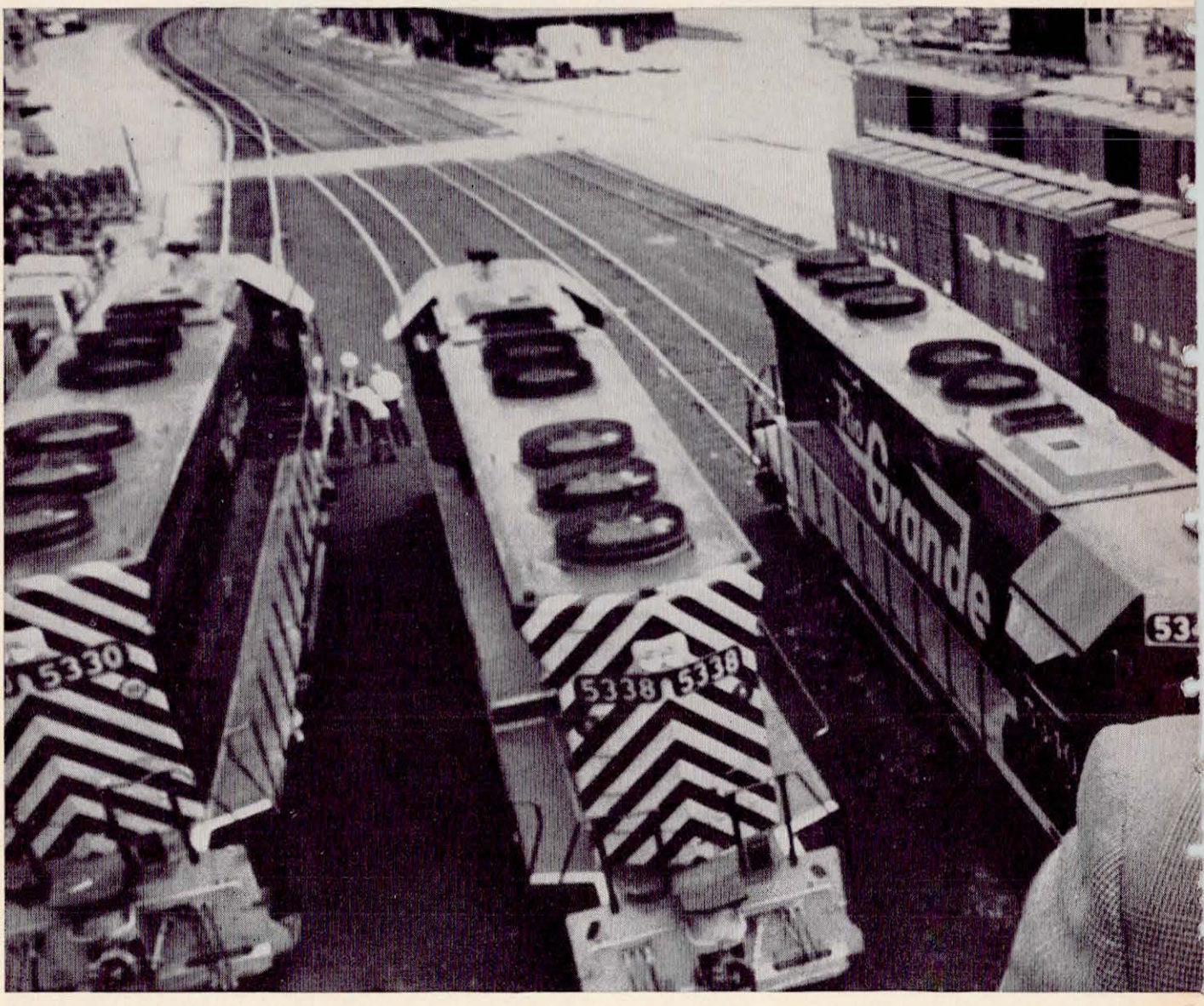
P. D. Starr, Chief Mechanical Officer, Denver & Rio Grande Western



SHELL

MEMBER RPI

Circle 17 on coupon page 57

hound now stops at both terminals, too.

Eventual diversion from buses, Krambles says, will reach an estimated 50,000 riders on the Ryan line alone. That will offer some consolation for the money-starved CTA. Buses, it is agreed, are the big drain on CTA revenues, and any way that bus patronage can be replaced should be pursued.

In addition to diversion from buses, CTA also looks for new riders—people who have not been commuting or who have never used any form of CTA service. "Within a year," Krambles says, "we expect that some 26,000 *new* rides will be generated and at least another 140,000 rides per day will be by people who have changed their mode of travel to ride the new lines for a shorter journey time."

Buses are slow. Any shift to rail transit that becomes possible is a clear benefit for the rider.

"We believe," Krambles says, "that the public is better served when opportunity for the use of rapid transit is maximized. Speed and dependability obtainable only from rapid transit are vital if we are to serve a growing share of the market.

"In planning for the new Chicago transit projects, therefore, it was our aim to shift passenger-miles from buses averaging 12 to 14 mph to rapid transit averaging 25 to 32 mph.

"The basic change in the rapid-transit system is its extension farther from the city's center, although still well within the city limits. In the bus system, the accompanying change is that appropriate routes focus into, rather than continuing to parallel, rail lines.

"To make every station in the new Chicago transit projects an intermodal interchange point, parts of the historic grid of parallel bus routes are re-arranged to form neighborhood-oriented radial networks, each focusing at an appropriate intermodal transfer station."

CTA has received about 135 of the 150 Budd stainless-steel cars ordered for the new extensions. Costing $9 million, the cars provide air-conditioned comfort as well as speed.

Comfort, speed—and convenience—are the hopeful ingredients of the CTA application of Krambles' law.

On the basis of those ingredients, Chicago Mayor Richard J. Daley, a master at putting things bluntly, tells Chicagoans: "Leave your car at home, help reduce pollution, and ride the CTA." ■

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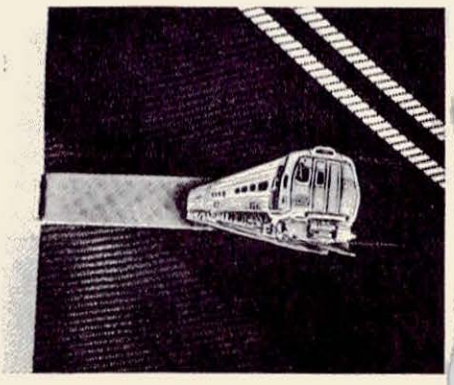

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MEMBER RPI

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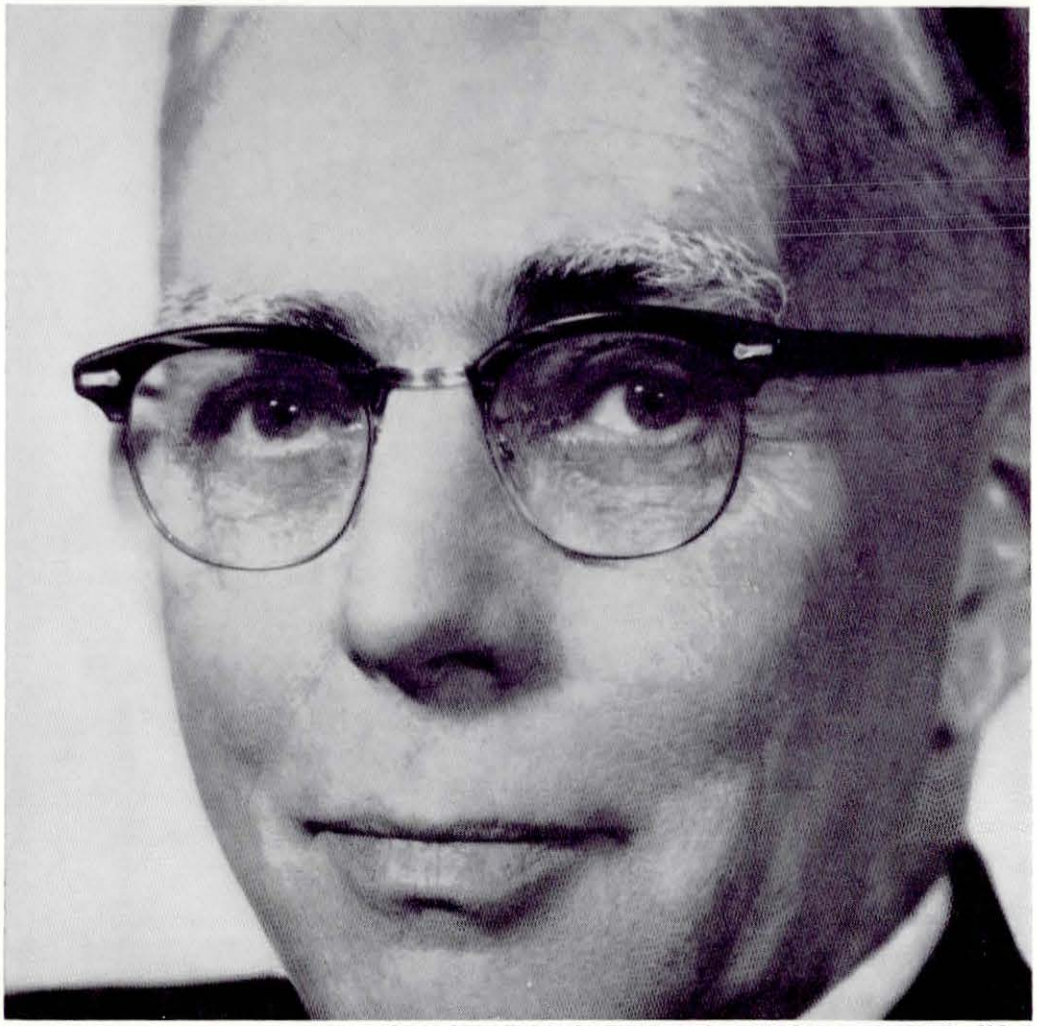
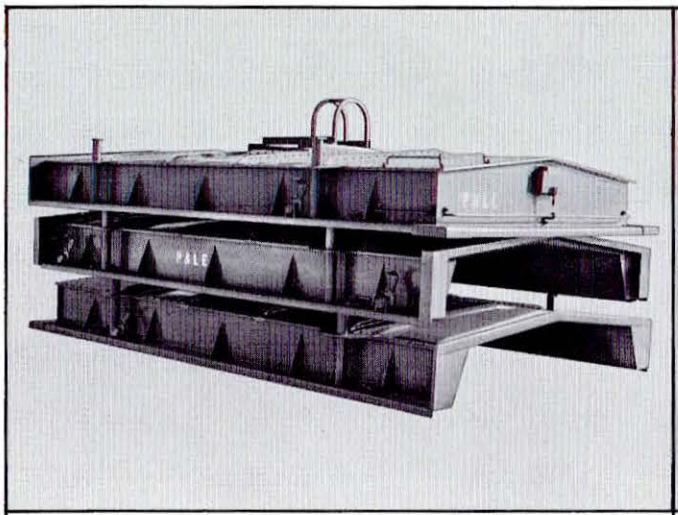
Walter L. Schlager, Jr.
President

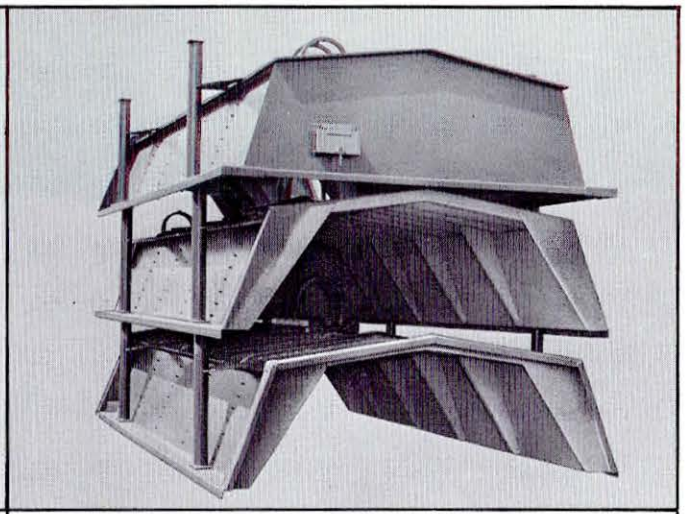


RAILWAY AGE AS SEEN THROUGH THE EYES OF RAILROAD PRESIDENTS— NO. 2

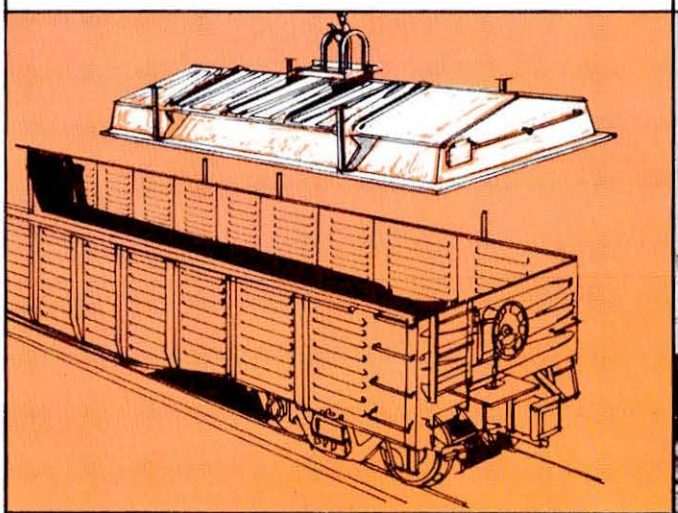
The Long Island Rail Road



Low-profile 3-section removable roof with end-mounted inspection hatch



"75 percent boxcar capacity" removable roof comes with top or end-mounted inspection hatches



Tri-section removable roof available with running board and top inspection hatch, or with end-mounted hatch and no running board.

Twin-section coil cover can be easily stacked for loading or unloading. Has end-mounted inspection hatch.

Stanray goes to any length or height to cover your shipping problems

Weather-sensitive loads present a lot of shipping problems. As many problems as there are kinds of loads: machinery, steel ingots, metal coils, you name it. So, Stanray builds several styles of removable roofs to cover your different shipping problems.

We make a low-profile 3-section removable roof that should cover most of your everyday shipping needs. Another will give a gondola 75 percent of the capacity of a boxcar. The third, a tri-section roof provides up to 9 feet of loading space. Last, is a twin-section stackable coil cover. Of course, all these roofs are designed so that they can be conveniently stacked out of the way for loading or unloading.

If you have a shipping problem that can't be covered by one of our Standard roofs, let us know. We'll go to any length or height to build you one that will.

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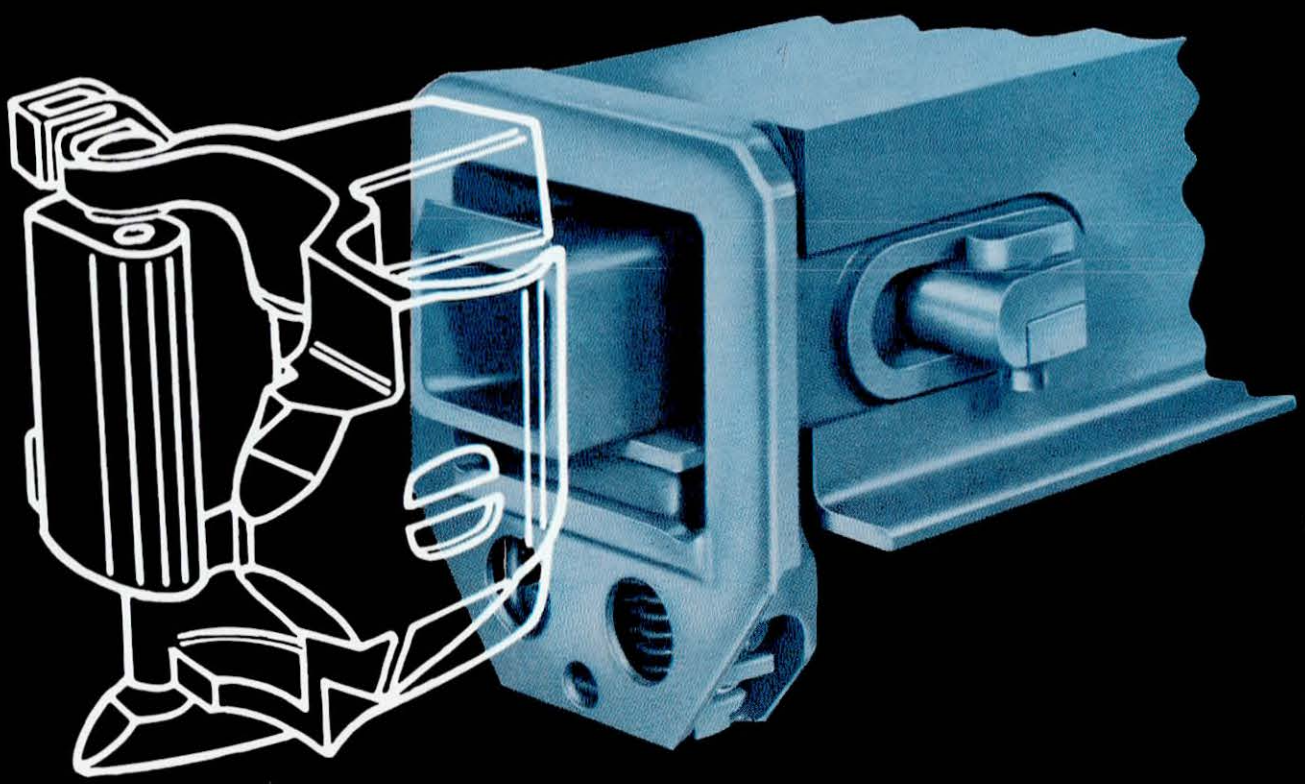

A new key to maintenance free coupler service

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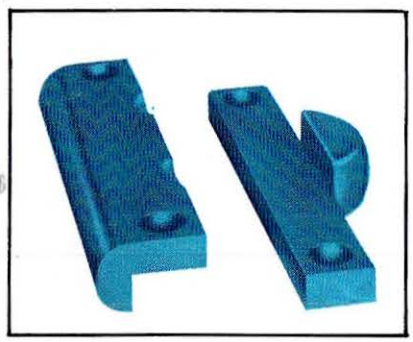
BUCKEYE'S NEW CROSSKEY "F" COUPLER

Buckeye's new "F" coupler arrangement is based on the proven advantages of a crosskey instead of a pinned connection, and other new features to substantially reduce wear and improve service life.

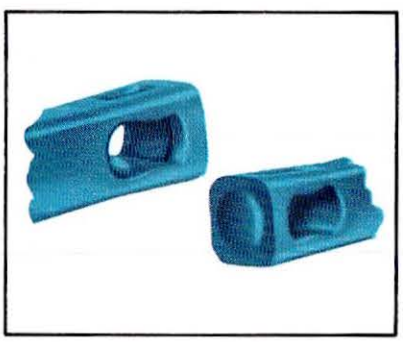
Designed to complement the accepted safety features and durability of the standard "F" head, this arrangement eliminates serious wear problems inherent in previous designs through modifications and new parts providing a unique combination of advantages.

This new design also greatly simplifies assembly and installation, and allows complete visual inspection of major contact areas without disassembly.

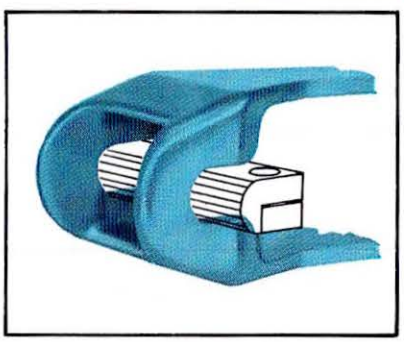
Get the details on Buckeye's new crosskey "F" coupler. ASK YOUR BUCKEYE REPRESENTATIVE OR WRITE FOR NEW CROSSKEY "F" COUPLER BROCHURE.



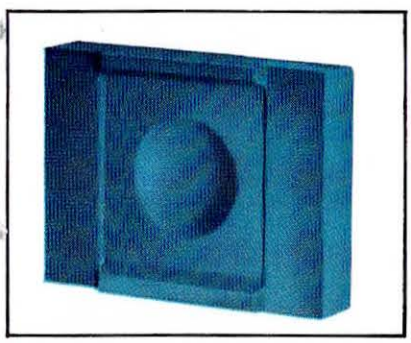
Crosskey is designed in two parts for application reasons, the rear part having a spherical protrusion that fits into a spherical seat in the shank. This combination provides spherical bearing for 13° horizontal coupler swivel.



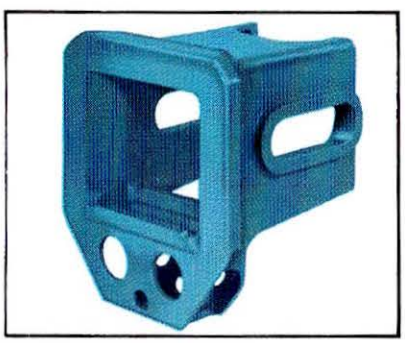
Coupler shank has "kidney shaped" keyslot to permit vertical angling. Vertical loads are dispersed through full width bearing against crosskey, eliminating point bearing and reducing wear. Rear surface has a spherical center surrounded by a conical surface to cooperate with the front follower.



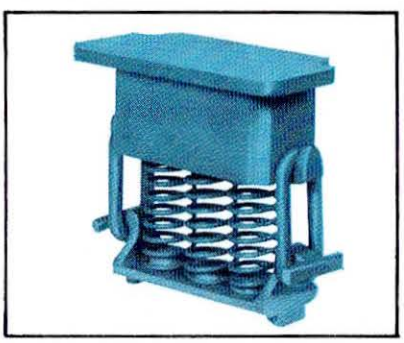
Improved yoke has keyslots, open at the rear so yoke does not move under buff loading of coupler. Wear to yoke strap and support plate is reduced approximately 50%. Vertical alignment is maintained by crosskey and possibility of pull load on one strap only is eliminated.



Front follower has a concave spherical seat surrounded by a flat horizontal surface to cooperate with rear butt surfaces of the shank under buff loads. When 4° swivel of the coupler occurs, the horizontal surface cooperates with the conical surface to reduce right angle forces and thus reduce jackknife tendencies.



Simplified striker has reinforced keyslots to absorb the vertical loads transmitted by the crosskey. Top filler plate, bottom support plate and slots therefor are not needed. Striker is applied to center sill in usual manner. Spring pocket area is simplified by use of preassembled carrier unit.



Preassembled carrier unit has springs retained at correct height by links which also act as hinges for the movement of the carrier in the striker pocket, thus practically eliminating metal to metal sliding contact. Links cannot be removed after unit is placed in carrier pocket.

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People in the News

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Frisco

H. C. Bitner
Frisco

B. C. Davidson
Frisco

R. D. White
Frisco

O. H. Summers
Frisco

J. S. Downs
Frisco

ASSOCIATION OF AMERICAN RAILROADS.—Herman P. Kappel, district manager, Car Service Division, Chicago, named manager, closed car section, Washington, D.C., effective July 1, succeeding **John H. Blose,** retired after 47 years of railroad service. **J. Stewart Swift,** district manager, Dallas, succeeds Mr. Kappel at Chicago. **James E. Hathaway,** assistant to the chairman for liaison with shippers advisory boards, Washington, succeeds Mr. Swift at Dallas. **John F. Bishop,** assistant to manager, closed car section, Washington, succeeds Mr. Hathaway. **Peter J. Ward,** secretary, Atlantic States Shippers Advisory Board, New York, succeeds Mr. Bishop.

W. N. Ernzen, vice president—finance, **Burlington Northern,** St. Paul, elected chairman, AAR Accounting Division; **H. N. Foster,** vice president—accounting and finance, Maine Central, Portland, Me., elected 1st vice chairman; **W. R. Corner,** vice president and comptroller, Canadian National, Montreal, elected 2nd vice chairman. **P. A. Lyon** continues as secretary.

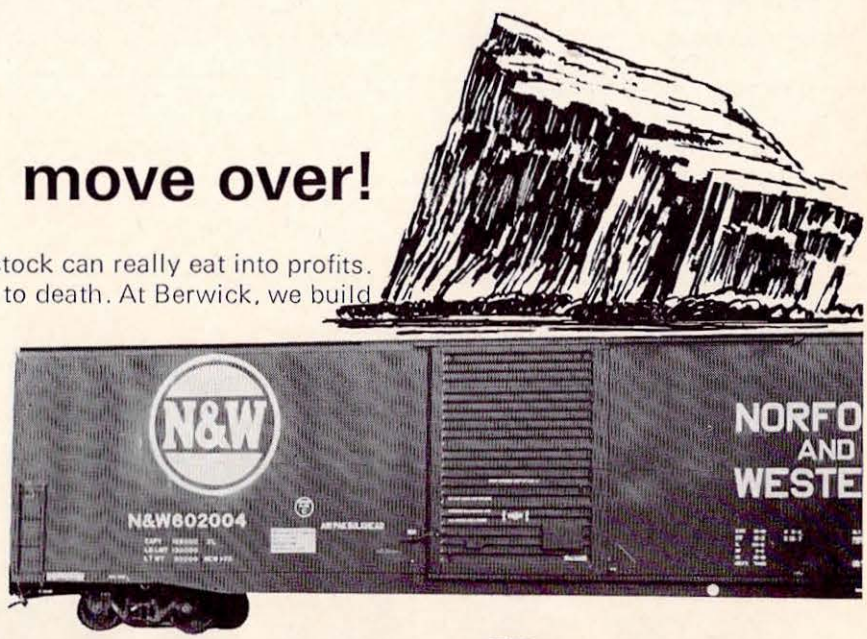
ATLANTA & WEST POINT—WESTERN OF ALABAMA—GEORGIA.—A. Crane Jones, Jr. appointed general superintendent—chief engineer, Atlanta, Ga. Mr. Jones was formerly assistant superintendent, **Seaboard Coast Line.**

BALTIMORE & OHIO.—James A. Bertelsen, district sales representative, New Orleans, appointed district sales manager, Wilmington, Del., succeeding **William J. Shrout,** named division sales manager, Chillicothe, Ohio. Mr. Shrout succeeds **Byron Q. Slaughter,** transferred to Louisville, Ky., to replace **Arthur J. Wilson,** appointed assistant to regional sales manager, Cincinnati, Ohio. **Robert E. Stipes,** customer service manager, Cleveland, appointed district sales manager, Baltimore, succeeding **Gilbert A. Topolski,** named assistant to market manager—mail and forwarder traffic.

BELT RAILWAY OF CHICAGO.—William P. Rauen, acting director of special services, named director of special services,

(Continued on page 59)

Gibraltar, move over!



Premature replacement of rolling stock can really eat into profits. Minor repairs can nickel and dime you to death. At Berwick, we build cars that last. Cars as solid as a rock.

Our reputation rides with each one that we build for America's railroads. That's why we insist on the highest quality in materials and components. We demand expert workmanship and strict adherence to your specifications. Berwick Forge—the rock of the industry.

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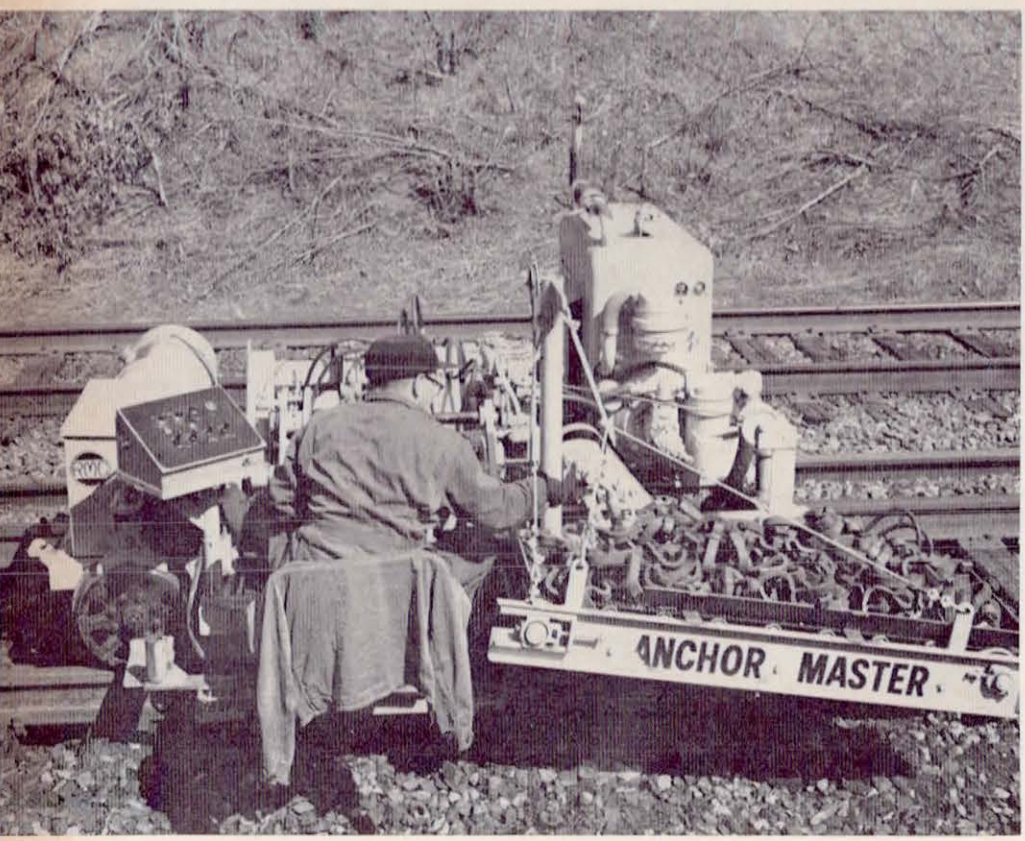
Circle 22 on coupon page 57

New Products Report



Anchor applicator (RA-1)

A modified model of the Anchor-Master carries 150 to 200 anchors on a push-button-operated conveyor. The latter feeds anchors to the operator's position.

With an improved hydraulic system, the new model is said to be easier to spot. It now self-aligns to the tie to be boxed. The machine can handle all kinds of ties, wide or narrow.

Special, easily changed fixtures permit quick accommodation changes according to the brand of anchors used. *Railway Maintenance Corp.*

Parking meter (RA-2)

The mechanism of the automatic Escrow meter for use in long-term, off-street parking lots such as used by suburban commuters accepts coins but does not actuate dial until right amount of money is inserted. The meter flag registers only "Expired" or "Legal Parking." Time in hours or minutes is not shown.

A motorist parking at an unexpired meter must, therefore, deposit the full amount or risk being in violation before he returns.

Time limits and coin combinations can be set at factory according to specifications. *Rockwell Manufacturing Co.*

Mobile wash systems (RA-3)

Through the use of its mobile wash systems, the manufacturer says, box cars, trailers, engines and other equipment can be successfully degreased, waxed, de-iced or sanitized.

The one-man systems are mounted on standard ¾-ton pick-up trucks, in enclosed vans for year-round operation, or in tandem-wheel trailers towable by any passenger car. Its radio control unit permits immediate change of the fan-shaped spray to wash, wax, rinse, or off.

Operating pressures of 500 psi at the wand are achieved by two pumping stages. Water and chemicals are mixed and flash-heated by Butane burners. Trailer-mounted units can be equipped with a powered front wheel. The system, empty, weighs 600 lb. *Aero Wash Systems.*

Crane carrier (RA-4)

A new diesel-hydraulic locomotive crane carrier will serve as a multi-purpose rail vehicle (MPRV). The vehicle is designed for widespread industrial and railroad application. It is expected to provide users with substantial cost savings in connection with their rail operations.

It performs as a locomotive by providing adequate traction, speed and power to pull its own wrecking train.

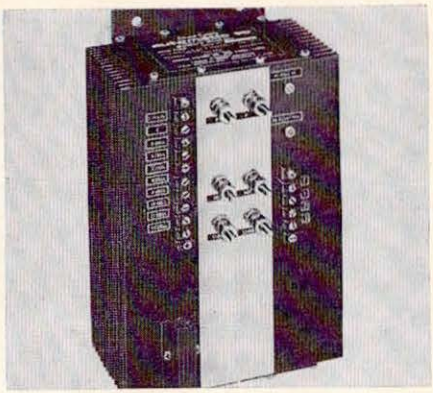
MPRV is designed to handle cranes ranging in sizes up to 70-ton lifting capacity. MPRV capabilities can be broadened with installation of large air compressors for operating air tools and electric and acetylene welding equipment for welding and torch cutting operations.

The vehicle will be manufactured in the United States and Canada. *Plymouth Locomotive Works.*

Cleaner-washer (RA-5)

Combination steam cleaner-hot water washers come in several sizes, ranging from a 100-gallon-per-hour unit to one that can deliver 480 gallons per hour at 1,000 PSI.

A second matched heavy duty, oil-lubricated pump on the combination unit is simply switched on when the operator desires to change from steam to hot water washing. *Sioux Steam Cleaner Corp.*



Battery chargers (RA-6)

A new line of chargers, consisting of three models, is completely solid state. It is designed to combine the best features of trickle, float and 2-rate charge control, in order to maintain precise charge control over the battery and to restore capacity to the battery in the shortest possible time. After initial installation, the charger operation is completely automatic. Any one of the chargers can be used for nickel-cadmium, nickel-iron or lead acid battery applications.

The three models available are TCB-2, TCB-4 and TCB-6. The TCB-2, rated at 2 amp, and the TCB-6, rated at 6 amp, are for charging 5 to 12 cells of nickel-cadmium or nickel-iron and 5 to 8 cells of lead acid. The TCB-4, rated at 4 amp, is for charging 1 or 2 cells of nickel-cadmium, nickel-iron or lead acid. *Thomas A. Edison Industries, Primary Battery Div.*

NEW LITERATURE

ROLLER BEARINGS. A 24-page installation and maintenance manual on tapered journal roller bearings for railroad rolling stock is available from the American Koyo Corp., exc'usive U.S. marketing agent for ball and roller bearings made by Japan's Koyo Seiko, Ltd. (NL-1)

CAR SHAKERS. A complete line of car shakers is described in a catalog from National Conveyor & Supply Co. The catalog discusses various methods of loading and unloading, describes the firm's companion line of jib cranes, and provides complete prices and specifications. (NL-2)

CONTAINER TESTING. The Research and Development Division of Miner Enterprises has published a brochure detailing the division's extensive facilities for testing containers. (NL-3)

CONTAINER MOUNTING SYSTEMS. An 8-page brochure from Lord Manufacturing Co. gives detailed information on design of container mounting systems for protecting all types of cargo against damage from in-transit shock and vibration. (NL-4)

SLOPING TANK. The Funnel-F'ow sloping tank, an exclusive design feature of Union Tank Car Co., is the subject of a 4-page brochure. Funnel-Flow design permits complete unloading with no heel buildup, easier clean-out, faster turnaround and better utilization. (NL-5)

INTERMODAL CONTAINER. An 8-page brochure describes "Packy," Transpor-Trailer, Inc's new cargo container. The brochure tells how the container provides maximum protection of goods and eliminates costly deadheading for carriers. (NL-6)

MATERIAL HANDLING. A Copperloy Corp. folder covers the firm's complete line of material handling equipment and accessories. (NL-7)

TANK CAR UTILIZATION. Union Tank Car Co. has issued a 4-page brochure containing information about the UTIL-I-FAX computerized tank car subleasing listing service. The free service is designed to assist UTLX tank car lessees improve tank car utilization during seasonal inactivity and to provide all tank car users with a reliable source for short-term cars. (NL-8)

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(Continued from page 55)

Chicago, with responsibility for the police department, safety, and loss and damage prevention.

C. A. Meadows named engineer maintenance of way.

BESSEMER & LAKE ERIE.—Richard L. Riley, coal sales representative, Pittsburgh, appointed assistant manager marketing—coal and ore. **Joseph J. Surina,** supervisor merchandise pricing, appointed assistant manager merchandise pricing.

BURLINGTON NORTHERN.—J. C. Kenady appointed assistant vice president, industrial and economic development department. In other departmental appointments, **J. C. Weiland** becomes director-industrial development; **R. A. Juba,** director-real estate; **K. L. Cook,** director-agricultural development; **D. S. Gleason,** manager-raw materials research; **M. M. Smith,** staff assistant. Industrial development assignments include **D. R. Hamm,** named assistant director, and the following regional managers: **J. E. Bradley,** St. Paul; **R. E. Beiber,** Chicago; **O. J. Norman,** Omaha; **J. J. Gordon,** Billings, Mont.; **D. A. Cowles,** Seattle; **R. A. Lawrence,** Portland. In the real estate section, **H. D. Hayman** named assistant director-real estate; **R. J. Stasson,** general manager-leases and contracts, and **J. H. Ilkka,** manager-contracts. **L. L. Tumbleson** appointed assistant director of the agricultural development section.

In the Operations Department, Omaha Region, **A. J. Strobel** appointed manager, engineering; **T. D. Livingston,** regional engineer; **D. L. Walker,** maintenance engineer; **M. R. Roberts,** regional signal engineer, all with headquarters in Lincoln, Neb. **M. L. Fisher** becomes area manager. TOFC-COFC, Omaha. Division engineers are **J. A. Daume,** Lincoln division, Lincoln; **K. L. Marshall,** Alliance division, Alliance, Neb.; **R. C. Gustafson,** Alliance division, Denver.

CHICAGO & NORTH WESTERN.—L. J. Maegdlin named auditor disbursements.

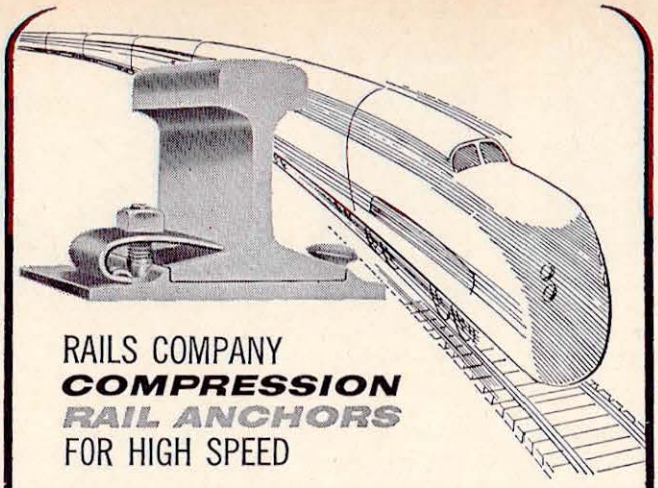
CHICAGO SOUTH SHORE & SOUTH BEND.—Robert W. Groves appointed auditor of disbursements. Mr. Groves was formerly senior cost accountant, **Brown Trailer Division, Clark Equipment Co.,** Michigan City, Ind.

COLORADO & SOUTHERN.—William P. Healy elected secretary and treasurer, to succeed **R. J. Cunningham,** who retired May 31 after more than 50 years' service. **R. M. O'Kelly** appointed assistant secretary, and **L. N. Assell,** assistant treasurer, both with headquarters in St. Paul.

DELAWARE & HUDSON.—R. E. Hyatt, supervisor of steel construction, appointed bridge and building supervisor, Colonie, N.Y. succeeding the late **F. S. Miazga.**

DULUTH, MISSABE & IRON RANGE.—George E. McCall named manager of industrial development, Duluth, Minn.

ERIE LACKAWANNA.—R. T. Stallsmith appointed division director data control, Youngstown, Ohio. *(Continued)*



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Circle 24 on coupon page 57

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Robert L. Banion
Santa Fe

John A. Grygiel
Santa Fe

Arthur A. Moser
Santa Fe

Allan E. Hill
SP

ERIE LACKAWANNA—DELAWARE & HUDSON.—W. G. Carlson appointed senior chief mechanical officer, Cleveland.

FLORIDA EAST COAST.—E. L. Masters, comptroller–secretary, appointed assistant vice president and secretary, St. Augustine. **C. F. Zellers, Jr.** appointed auditor of disbursements, succeeding **G. S. Meserve,** named comptroller.

FRISCO.—T. M. Mabon, Jr., executive representative, Washington, D.C., appointed assistant to president to succeed **T. R. Mappes,** who retired May 31 after 45 years of railroad service.

A. E. Kerr, manager special services, appointed director of special services, Springfield, Mo. Mr. Kerr's successor is **H. P. Burton,** superintendent freight claims, who in turn is succeeded by **L. E. Catlett,** assistant to superintendent freight claims. **C. F. Ammerman,** traveling claim adjuster, replaces Mr. Catlett.

H. C. Bitner, division manager, Tulsa, Okla., named general manager Springfield. **B. C. Davidson,** superintendent, Memphis, Tenn., succeeds Mr. Bitner, and in turn is succeeded by **R. D. White,** division engineer Memphis. Mr. White's successor is **G. P. Chandler,** engineer track and structures, Memphis, who in turn is replaced by **Jim Payne,** process engineer, Springfield. **D. R. Davis,** roadmaster, Pensacola, Fla., replaces Mr. Payne. **Art Lindeman,** assistant to chief transportation officer appointed assistant to general manager.

O. H. Summers, general superintendent communications and signals, appointed assistant chief mechanical officer, Springfield. Mr. Summers' successor is **J. S. Downs,** superintendent signals, who in turn is succeeded by **G. F. Groff,** communications and signals supervisor.

INTERSTATE COMMERCE COMMISSION.—Daniel M. O'Donoghue named assistant director of the Commission's Bureau of Enforcement and chief of the Bureau's Rail Section.

MISSOURI PACIFIC.—Downing B. Jenks president, **MoPac** and **Mississippi River Corp.,** will devote full time to the presidency of the railroad. **William G. Marbury,** chairman of the board of both corporations, has reassumed presidency of **Mississippi River Corp.**

MONON.—Clarence A. Pfister, vice president-traffic, elected senior vice president. **James R. McCarthy,** assistant vice president-traffic, elected to succeed Mr. Pfister. **Edward Volenec** elected acting treasurer, to replace **Nelson L. Hearn,** who retired June 30 after more than 50 years' service.

SANTA FE.—Robert L. Banion named superintendent of transportation Chicago, to succeed **Gerald E. Becker,** appointed superintendent, Valley division, Fresno, Calif.

John A. Grygiel, general manager-market research appointed general manager-freight traffic, Chicago. Mr. Grygiel's successor is **J. B. Hardin,** manager-market research. **Arthur A. Moser,** manager-traffic, San Francisco, named assistant to vice president-sales. **J. R. Walter,** manager-traffic, Topeka, Kans., succeeds Mr. Moser, and in turn is succeeded by **R. T. Snook,** transferred from Amarillo, Tex. **E. C. Burnes,** assistant manager-traffic, Dallas, replaces Mr. Snook, and in turn is replaced by **F. J. O'Drain,** manager-traffic services. Mr. O'Drain's successor is **W. V. Hopkins,** manager-TOFC-COFC sales and services, Chicago. **B. J. Nash,** manager-equipment services, replaces Mr. Hopkins.

SOO LINE.—W. J. Olson appointed manager of revenue accounting and data processing. **R. F. Duprey** named assistant manager of revenue accounting, and **R. E. Holland,** credit manager.

SOUTHERN PACIFIC.—Allan E. Hill appointed secretary, San Francisco, succeeding **J. C. Jaspar,** who retired May 31, after 48 years of service.

George W. Heuermann, assistant vice president of traffic, retired recently after 44 years of railroad service.

WESTERN PACIFIC.—Howard A. Newman elected chairman of the board of directors. Mr. Newman has been a director of **WP** since May 5. He resigned Dec. 31, 1969, as chairman of the board, **Northwest Industries.**

OBITUARY

Harry P. Congdon, former vice president and general manager, **Minnesota Transfer Railway Co.** and **St. Paul Union Depot Co.,** died June 22.

Edwin C. Hoelzel, 68, retired vice president-manufacturing, **Youngstown Steel Door Co.,** died May 28 in Southside Hospital, Youngstown, Ohio.

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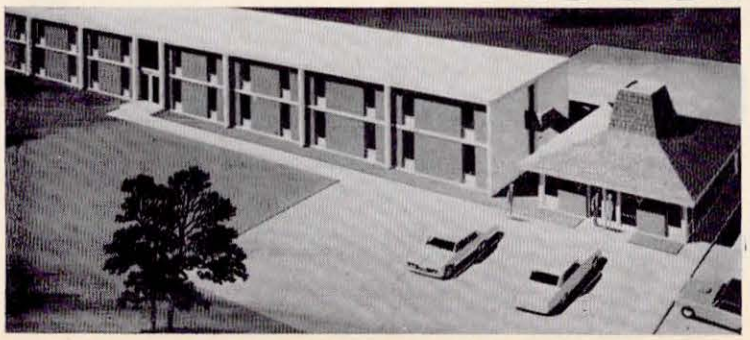

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Circle 25 on coupon page 57

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Standard Forgings

Martin J. Speno, executive vice president, **Frank Speno Railroad Ballast Cleaning Co.,** has been elected president, Ithaca, N.Y. **L. R. Hall,** former engineer/maintenance of way **Burlington Northern,** has joined Speno as assistant to the president.

F. K. Veasman has been elected to the newly created position of vice president of marketing **Standard Forgings Corp.,** East Chicago, Ind.

Bradford L. Schoech has been appointed marketing manager of **Mannix Maintenance of Way Division, Mannix Construction, Inc.,** Minneapolis Minn. Mr. Schoech has had 24 years of railroad experience with the **Rock Island** and **Alton & Southern.**

Effective June 1, the Pueblo, Colo., Plant of **CF&I Steel Corp.** became the **Pueblo Division,** a separate business with its own sales manufacturing, purchasing, engineering and accounting functions. **C. Clay Crawford** has been named vice president and general manager to head the division. Mr. Crawford, previously vice president-operations, will have headquarters in Pueblo.

The Signal & Communications Division, **Westinghouse Air Brake Co.,** has expanded the operation of its eastern regional office in Philadelphia. The eastern rapid transit region in New York and the central regional office in Pittsburgh, join Atlanta as field offices for Philadelphia. Sales personnel in these cities will report to **W. R. Fisher,** manager, eastern region.

Glenn J. Cullum appointed representative in the St. Paul, Minn., office, Signal & Communications Division, WABCO, and American-Standard Co. He will represent the division to the Burlington Northern, Soo Line, and the Duluth, Missabe & Iron Range, as well as all other rail and industrial accounts in the area.

E. R. Callender has been named manager of research and development, Engineering Department, Signal & Communications Division of WABCO, Pittsburgh, Pa. Reporting to Mr. Callender: **P. E. Dunn,** manager of logic development; **R. A. Wenston,** manager of mechanical development; and **A. G. Pokrant,** senior consultant.

E. O. Garrett appointed manager, engineering services, and **R. E. Mingle,** manager for terminal control, project engineering.

James H. Howarth Jr., has been ap-

Casey Jones never had it so good.

No wonder Casey was in such a hurry! His only alternative was an unsanitary, unpleasant railroad toilet. Now there's a sensible, simple, low-cost replacement for those old-fashioned units — the radically different Monogram Model 12800 NEW-matic flushing toilet. Easy to install — it's completely self-contained and runs on your existing air system. Needs no electricity, no holding tank, no separate water supply. Easy to maintain — needs only monthly servicing. Immune to freezing temps and has only ONE moving part for years of trouble free service. Odorless, silent, clean. Send today for more information on the dependable NEW-matic — a sure, economical way to solve your sanitation problems.

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The little red caboose that jiggled along on its journey was all right in its time. But times have changed. Train lengths have changed. Speeds have changed. Safety standards and crew-comfort demands have changed. Maybe that's why INTERNATIONAL CABOOSES are in operation on 90% of U. S. railroads today.

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MEMBER RPI

Circle 27 on coupon page 57

pointed vice president-corporate development, **Budd Co.,** Philadelphia.

Edward S. Blyshak has been appointed sales engineer, North Central District, Transportation Division, **Kemlite Corp.,** Joliet, Ill.

Neal C. White has been appointed director of marketing, **Ansonia Wire & Cable Co.,** Ashton, R.I.

Kenneth S. Young has been appointed manager of sales and production, Primary Battery Division, **McGraw-Edison of Canada Limited,** Scarborough, Ont., Can. Mr. Young was formerly signal supervisor, **Canadian Pacific.**

Arthur W. Gamauf has been appointed manager of refrigerator car sales, **Transportation division, General American Transportation Corp.** Mr. Gamauf was formerly assistant superintendent, **Union Refrigerator Transit division. Thomas E. Robson,** administrative assistant to the manager, Fleet Services department, has been named supervisor of market research, **Transportation division.**

Thomas H. Adams has been appointed assistant general sales manager-railroad and service sales, New Departure-Hyatt Bearings Division of **General Motors,** Sandusky, Ohio, a newly created position. Mr. Adams was formerly zone sales manager, Cleveland.

Frederick L. Durand has been named manager-market and sales development-transportation industries, Service Shops Department, **General Electric Co.,** Schenectady, N.Y.

V. J. Hornak has been elected a vice president, **L. B. Foster Co.** He continues as Los Angeles division manager.

John C. Polos has been appointed sales representative, Latin American division, **L. B. Foster Co.**

Procor Limited, an affiliate of **Trans Union Corp.,** has reached a definitive agreement to acquire **Metrocan Leasing Limited of Montreal,** Que., Can. Metrocan, established in Canada in 1960, is engaged on a national basis in the long-term leasing of railway cars, automobiles, trucks, machinery, aircraft and equipment. Procor owns and leases Canada's largest fleet of privately owned railway cars.

Donald B. Romans, treasurer, **Trans Union Corp.,** has been elected to the newly created position of vice president-finance. **Paul J. Johnson,** assistant treasurer, succeeds Mr. Romans. **Carl W. Peterson,** controller, has been elected vice president-controller, a new position.

T/M Leasing has named **William G. Thomas** to direct maintenance operations for the regional trailer maintenance centers T/M has established for the Louisville & Nashville (RA, April 27, p. 82). Mr. Thomas, formerly district manager, **Berman Leasing Co.,** will have headquarters at Nashville, Tenn.

(Continued on page 67)

Market Outlook

CARLOADINGS

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REVENUE FREIGHT CARLOADINGS

Commodity	June 27 week	June 20 week
Grain	33,488	33,109
Farm products	12,644	12,882
Metallic ores	53,967	55,209
Coal	94,581	100,702
Crushed stone, gravel & Sand	33,216	32,312
Nonmetallic minerals	10,685	10,641
Grain mill products	18,553	18,459
Food & kindred products	24,968	24,784
Primary forest products	25,161	26,351
Lumber & wood products (except furniture)	15,281	14,530
Pulp, paper & allied products	24,788	24,066
Chemicals & allied products	25,075	25,801
Petroleum products	9,907	9,951
Stone, clay & glass products	21,112	20,674
Coke	8,893	7,840
Metals & products	27,297	27,378
Motor vehicles & equipment	23,734	24,800
Waste & scrap materials	15,904	15,183
Forwarder & Shipper assn. traffic	7,772	7,746
All other carloads	71,428	70,395
LCL traffic	818	795
Total cars loaded	559,272	563,608

CUMULATIVE TOTAL, 26 WEEKS	1970	1969	1968
	13,619,619	13,871,929	14,022,200
Estimated revenue ton-miles (billions) 26 weeks	384.8	381.1	373.2

PIGGYBACK CARLOADINGS

U. S. piggyback loadings for the week ended June 27 totaled 26,822 cars, carrying 44,129 trailers, compared with 27,959 cars, carrying 45,703 trailers, in the corresponding 1969 week. Loadings for 1970 up to June 27 totaled 637,767 cars, carrying 1,006,408 trailers, compared with 666,813 cars, carrying 1,091,810 trailers, in the corresponding period of 1969.

IN CANADA

7 days ending	Revenue Cars Loaded	Cumulative Totals
June 7, 1970	76,710	1,607,985
June 7, 1969	67,586	1,601,842

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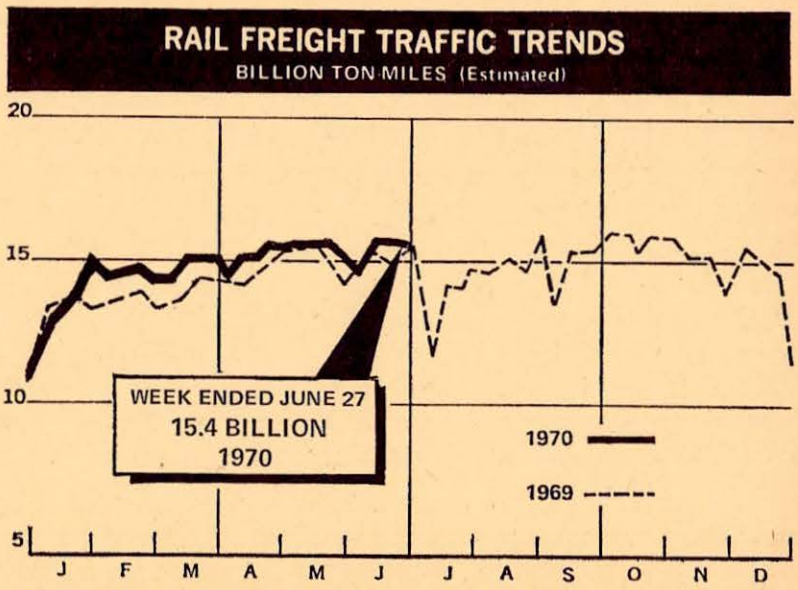
Also, a contract in excess of $2 million covering the brake control systems for 220 of the NYCTA cars has been awarded to the Westinghouse Air Brake Division of WABCO. The firm's new RT-5C electronic brake control system will be applied to the 220 cars.

● *Toronto Transit Commission.*—Awarded a $5,988,000 contract to Foundation Company of Canada Limited for construction of Sheppard Station on the Yonge Street subway extension. The 5.54-mile extension is being built at a total cost of $110 million. It will be opened in two stages. The first, to Sheppard Avenue, is to be completed by late 1972. The second, to Finch Avenue, will be opened in 1974.

● *Washington Metropolitan Area Transit Authority.*—Has invited 200 electronic equipment manufacturers to submit technical proposals for a command center and a three-aspect automatic train control system. Proposals will be received until early October when technical evaluation will begin. Requests for bids will follow.

MAINTENANCE OF WAY

● *Union Pacific.*—Track maintenance program for 1970 will involve expenditure of $17.3 million. Major projects will include installation of new 133-pound rail on 165.99 miles of main line (146.69 miles continuous welded, 19.30 miles conventional); installation of new 133-pound rail on 16.98 miles of curves at various locations; installation of relay 131- and 133-pound rail on 42.44 miles of main, secondary and side track. Tie and ballast gangs will replace 375,000 ties and perform surfacing and lining work on 759.88 miles of track.



Source: Association of American Railroads

RAILWAY AGE
Stock Report

All statistics compiled, computed and formatted by TRADE*QUOTES Division of National Information Services, Inc. Cambridge, Mass. 02139

TWO WEEKS ENDED THURSDAY, JULY 2, 1970

	PRICE					VOLUME			INDEX		
	1970 RANGE (1)	1 YEAR AGO	CLOSE JUL 2 1970	2 WKS NET CHNG	2 WKS PCT CHNG	2 WKS IN 00'S	LAST 2 WKS 00'S	AVGE IN 00'S (2)	PRICE JAN 2 1970	CHNG TO DATE (1)	PCT CHNG
RAILROADS											
BURLINGTON NORTHERN	26- 41	N/A	26 7/8	-4 1/4	-13.6	1360	599	926	40 5/8	-14	-33.8
CHESAPEAKE & OHIO	41- 59	63 7/8	45 1/4	-3 3/8	-6.9	684	227	317	54 3/4	-10	-17.3
CHIC MILW ST.P & PAC	7- 20	34 1/4	7 1/8	-3	-29.6	217	213	425	16 3/8	-9	-56.4
CHIC, ROCK ISL & PAC	12- 22	24 1/4	12 3/4	-1 1/4	-8.9	29	31	44	19 3/4	-7	-35.4
DERECO PFD B	34- 64	58 1/2	34 1/2	-9	-20.6	171	89	88	53 3/4	-19	-35.8
GULF, MOBILE & OHIO	44- 77	82 1/2	43 3/4	-12	-21.5	72	41	41	63 1/2	-20	-31.1
LOUISVILLE & NASHVLL	51- 74	76 3/4	50 3/4	-7 3/4	-13.2	142	46	93	71 1/4	-21	-28.7
MISSOURI PACIFIC A	46- 68	77 5/8	48	-4 1/4	-8.1	70	12	18	63 1/4	-15	-24.1
NORFOLK & WESTERN	55- 86	91 3/4	56 7/8	-8 3/4	-13.3	1014	393	627	83 1/2	-27	-31.8
READING CO	5- 17	22	5	-1 7/8	-27.2	187	123	146	12 1/4	-7	-59.1
ST LOUIS-SAN FRNCSCO	30- 45	44 3/8	30 1/4	-5 1/4	-14.7	89	46	119	40 3/8	-10	-25.0
SOO LINE	21- 31	33	22 1/4	-2 1/4	-9.1	110	108	71	27 1/4	-5	-18.3
SOUTHERN	41- 50	49 1/4	42 3/8	-5 3/8	-11.2	733	400	470	46 3/4	-4	-9.3
WESTERN PACIFIC	12- 23	32	13 1/2	- 1/2	-3.5	153	149	324	19 1/2	-6	-30.7
DIVERSIFIED COMPANIES											
CANADIAN PACIFIC	49- 75	78 1/4	50	-3 1/2	-6.5	109	147	166	73 1/2	-24	-31.9
ILLINOIS CENTRAL IND	15- 31	35 1/2	16	-2 1/2	-13.5	490	350	645	30 5/8	-15	-47.7
KATY INDUSTRIES	6- 14	14 1/2	7 1/8	-1 1/8	-13.6	217	99	264	10 5/8	-4	-32.9
NORTHWEST INDUSTRIES	9- 17	21 7/8	9 3/8	-2 1/8	-18.4	920	986	1337	13 3/4	-4	-31.8
PENN CENTRAL CO	6- 35	50	6 1/4	-4 7/8	-43.8	24812	14619	6849	29 1/2	-23	-78.8
RIO GRANDE INDUST	9- 14	12 3/8	9 3/4	-1 7/8	-16.1	229	160	170	11 3/4	-2	-17.0
SANTA FE INDUSTRIES	18- 26	28 1/2	18 1/2	-2 5/8	-12.4	1601	970	1445	25	-7	-26.0
SOUTHERN PACIFIC CO	23- 37	37 1/8	24 1/8	-2 3/4	-10.2	1796	907	1402	33 1/4	-9	-27.4
UNION PACIFIC CORP	31- 48	43 3/4	31 7/8	-5 1/4	-14.1	665	560	818	46	-14	-30.7
MOTOR CARRIERS											
ASSOCIATED TRANSPORT	7- 12	14 3/8	7 1/4	-1 1/8	-13.4	70	199	115	11 3/4	-5	-38.2
CONSOL FREIGHTWAYS	19- 32	28	20	-5 3/4	-22.3	434	386	637	28 1/2	-9	-29.8
MC LEAN TRUCKING CO	31- 45	43	35 1/4	-1 1/4	-3.4	112	63	122	44 3/8	-9	-20.5
OVERNITE TRANSPORT'N	17- 23	26	19 1/2	- 7/8	-4.2	28	27	76	18 5/8	+1	+4.6
PAC INTERMTN EXPRESS	12- 18	19 3/4	11 3/4	- 7/8	-6.9	48	135	172	15 3/4	-4	-25.3
ROADWAY EXPRESS	18- 27	26 1/4	18	-2 3/4	-13.2	(3)	-	-	26 1/2	-9	-32.0
TRANSCON LINES	8- 13	16 5/8	8 1/8	-1 1/8	-12.1	247	248	467	11 1/2	-3	-29.3
YELLOW FRGHT SYSTEM	19- 27	25	19 1/4	- 1/2	-2.5	(3)	-	-	25 1/2	-6	-24.5
AIRLINES											
AMERICAN AIRLINES	16- 31	34 1/4	16 1/4	-4 3/8	-21.2	2691	1425	3423	31	-15	-47.5
DELTA AIR LINES	24- 35	36	24 5/8	-5 3/8	-17.9	2004	1156	1936	30 3/4	-6	-19.9
EASTERN AIR LINES	12- 19	19 3/8	12 3/4	-2 1/8	-14.2	1867	1671	2564	15 1/2	-3	-17.7
TRANS WORLD AIRLINES	11- 24	39 1/8	10 1/2	-2 5/8	-20.0	1972	2784	2643	23 7/8	-13	-56.0
UAL INC (UNITED)	13- 28	38	12 7/8	-2 3/4	-17.5	2567	5192	2489	28	-15	-54.0

ALL BUT TWO OF THE ABOVE SECURITIES ARE LISTED ON THE NEW YORK STOCK EXCHANGE; ROADWAY EXPRESS AND YELLOW FREIGHT SYSTEM ARE TRADED OVER-THE-COUNTER.

(1) TO NEAREST DOLLAR
(2) AVERAGE TWO-WEEK TRADING VOLUME SINCE JANUARY 1, 1970
(3) VOLUME IS NOT REPORTED FOR OVER-THE-COUNTER ISSUES

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FREIGHT-TRAIN CARS

● *American Refrigerator Transit.* — Ordered 100 100-ton box cars from Amcar Division, ACF, at a cost of more than $2 million. Cars will be equipped with cushion underframe and inflatable bulkheads.

● *Chesapeake & Ohio/Baltimore & Ohio.*—Will acquire 214 new freight cars at a cost of $3.5 million. Included are 114 50-ft. box cars and 100 100-ton-capacity covered hopper cars.

● *Grand Trunk Western.*—Ordered 68 89-ft, 4-in. flush-deck flat cars from Bethlehem Steel at a cost of $1.4 million. Deliveries were to be completed during June. The cars will be used in auto-frame service.

● *Milwaukee Road.*—Will acquire 500 100-ton, 4,740-cu-ft-capacity covered hopper cars under a full-service lease from Transport Leasing. The cars, valued at $8,250,000, will be built by Pullman-Standard and will be delivered in time for use in the 1970 grain harvest. Acquisition by full-service lease of so large a fleet of special equipment, Milwaukee says, "is believed to be the first instance of a railroad following the lead of industrial firms which commonly acquire their private fleets of cars through full-service lease arrangements rather than by purchase."

● *Southern Pacific.*—Gunderson Bros. Engineering Corp. announced receipt of an SP order for 500 70-ton box cars costing about $9 million. The 50-ft cars, which will have cushion underframes, are scheduled for delivery in August. Half the order is for the SP subsidiary, St. Louis Southwestern.

● *Union Pacific.*—Current 1970 freight-car program calls for acquisition of 5,072 units at a cost of about $104 million. In UP's orders are 2,902 box cars, 200 flat cars, 750 covered hopper cars, 100 open-top hopper cars, 500 gondolas, 600 mechanical refrigerator cars (PFE) and 20 cabooses. Orders include 220 cars for lease to Rock Island. Earlier, UP had indicated a total equipment budget of about $145 million for 1970, covering 60 diesel-electric units and approximately 4,800 freight cars.

● *United States Railway Equipment Co.*—Ordered 200 100-ton-capacity coiled-steel-hauling cars from its Blue Island, Ill., manufacturing facility. The cars will have lift-off covers, 20-in.-travel cushioning and high-speed roller bearings. Fifty of the cars are to be delivered to the Reading next August. The other 150 cars will be made available for lease or sale to railroads and shippers.

● *Orders and deliveries.*—Orders were placed for 2,387 new freight cars in May, compared with 5,501 in the preceding month and 6,263 in May 1969. In addition, 2,046 cars were ordered rebuilt in May, compared with 948 in April. New cars on order and undelivered on June 1 totaled 31,046, compared with 34,491 on May 1 and 47,445 on June 1, 1969.

FREIGHT TRAIN CARS ORDERED AND DELIVERED AND BACKLOG OF ORDERS

DELIVERED	May 1970	April 1970	May 1969
Built new by car builders	4,227	4,800	4,667
Built new in R. R. shops	1,605	1,648	1,159
Built new—total	5,832	6,448	5,826
Rebuilt	602	575	496
TOTAL DELIVERED	**6,434**	**7,023**	**6,322**
ORDERED			
To be built new by car builders	2,218	5,501	6,203
To be built new in R. R. shops	169	0	60
To be built new—total	2,387	5,501	6,263
To be rebuilt	2,046	948	−799*
TOTAL ORDERED	**4,433**	**6,449**	**5,464**

ON ORDER AND UNDELIVERED	June 1, 1970	May 1, 1970	June 1, 1969
To be built new by car builders	24,299	26,308	39,628
To be built new in R. R. shops	6,747	8,183	7,817
To be built new—total	31,046	34,491	47,445
To be rebuilt	6,947	5,503	2,706
TOTAL ON ORDER	**37,993**	**39,994**	**50,151**

* Represents a net cancellation of orders placed earlier.

LOCOMOTIVES

● *Australia.*—A $3-million order for Canadian diesel-locomotive components and parts has been placed with MLW Industries, a division of MLW-Worthington Limited, by the Australian locomotive builder, A. E. Goodwin Ltd. The components will be incorporated into the manufacture of 19 3,600-hp locomotives which Goodwin will supply to Hamersley Iron for ore-haul operations.

● *Chesapeake & Ohio/Baltimore & Ohio.*—Directors authorized acquisition of 25 new diesel-electric locomotives—15 four-axle, 3,000-hp, general purpose units for the B&O; and 10 six-axle, 3,000-hp general purpose units for C&O. This will bring to 100 the number of locomotives ordered this year at a total cost of $24.8 million.

TRANSIT

● *New York City Transit Authority.*—Safety Electrical Equipment Corp. has received a contract to air condition 240 NYCTA rapid transit cars with systems using Carrier Air Conditioning Co. cooling equipment. Two 10-ton Safety-Carrier systems

will be supplied for each car. Carrier equipment includes a compressor, condenser coil and evaporator coil for each system. Delivery of the 75-ft-long cars, being built by the St. Louis Car Division of General Steel Industries, is scheduled to begin before the end of the year.

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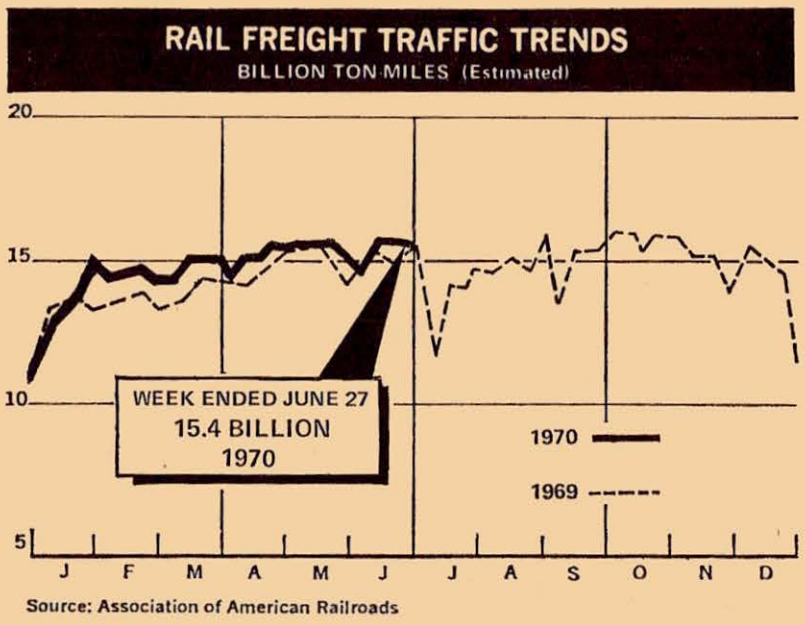

Source: Association of American Railroads

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RAILWAY AGE Stock Report

TWO WEEKS ENDED THURSDAY, JULY 2, 1970

	PRICE 1970 RANGE (1)	PRICE 1 YEAR AGO	PRICE CLOSE JUL 2 1970	PRICE 2 WKS NET CHNG	PRICE 2 WKS PCT CHNG	VOLUME 2 WKS IN 00'S	VOLUME LAST 2 WKS 00'S	VOLUME AVGE IN 00'S (2)	INDEX PRICE JAN 2 1970	INDEX CHNG TO DATE (1)	INDEX PCT CHNG
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MISSOURI PACIFIC A	46- 68	77 5/8	48	-4 1/4	-8.1	70	12	18	63 1/4	-15	-24.1
NORFOLK & WESTERN	55- 86	91 3/4	56 7/8	-8 3/4	-13.3	1014	393	627	83 1/2	-27	-31.8
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PENN CENTRAL CO	6- 35	50	6 1/4	-4 7/8	-43.8	24812	14619	6849	29 1/2	-23	-78.8
RIO GRANDE INDUST	9- 14	12 3/8	9 3/4	-1 7/8	-16.1	229	160	170	11 3/4	-2	-17.0
SANTA FE INDUSTRIES	18- 26	28 1/2	18 1/2	-2 5/8	-12.4	1601	970	1445	25	-7	-26.0
SOUTHERN PACIFIC CO	23- 37	37 1/8	24 1/8	-2 3/4	-10.2	1796	907	1402	33 1/4	-9	-27.4
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MC LEAN TRUCKING CO	31- 45	43	35 1/4	-1 1/4	-3.4	112	63	122	44 3/8	-9	-20.5
OVERNITE TRANSPORT'N	17- 23	26	19 1/2	- 7/8	-4.2	28	27	76	18 5/8	+1	+4.6
PAC INTERMTN EXPRESS	12- 18	19 3/4	11 3/4	- 7/8	-6.9	48	135	172	15 3/4	-4	-25.3
ROADWAY EXPRESS	18- 27	26 1/4	18	-2 3/4	-13.2	(3)	-	-	26 1/2	-9	-32.0
TRANSCON LINES	8- 13	16 5/8	8 1/8	-1 1/8	-12.1	247	248	467	11 1/2	-3	-29.3
YELLOW FRGHT SYSTEM	19- 27	25	19 1/4	- 1/2	-2.5	(3)	-	-	25 1/2	-6	-24.5
AIRLINES											
AMERICAN AIRLINES	16- 31	34 1/4	16 1/4	-4 3/8	-21.2	2691	1425	3423	31	-15	-47.5
DELTA AIR LINES	24- 35	36	24 5/8	-5 3/8	-17.9	2004	1156	1936	30 3/4	-6	-19.9
EASTERN AIR LINES	12- 19	19 3/8	12 3/4	-2 1/8	-14.2	1867	1671	2564	15 1/2	-3	-17.7
TRANS WORLD AIRLINES	11- 24	39 1/8	10 1/2	-2 5/8	-20.0	1972	2784	2643	23 7/8	-13	-56.0
UAL INC (UNITED)	13- 28	38	12 7/8	-2 3/4	-17.5	2567	5192	2489	28	-15	-54.0

ALL BUT TWO OF THE ABOVE SECURITIES ARE LISTED ON THE NEW YORK STOCK EXCHANGE; ROADWAY EXPRESS AND YELLOW FREIGHT SYSTEM ARE TRADED OVER-THE-COUNTER.

(1) TO NEAREST DOLLAR
(2) AVERAGE TWO-WEEK TRADING VOLUME SINCE JANUARY 1, 1970
(3) VOLUME IS NOT REPORTED FOR OVER-THE-COUNTER ISSUES

(Continued from page 62)

F. E. Burgess, president, **Burgess-Norton Mfg. Co.,** has been elected chairman and chief executive officer. **E. L. Anderson,** executive vice president, becomes president.

Miner Enterprises Inc., Chicago, has been purchased from the **William H. Miner Foundation** by **William E. Withall,** chairman of the board and president of the corporation. The purchase, for an undisclosed amount of cash, was consummated April 1, and includes a minority ownership by four of the corporation's board of directors.

John P. Gallagher, president and chief executive officer, **Chemetron Corp.,** has also been elected chairman, to succeed **Charles J. Haines,** who retired May 5. Mr. Haines, a founder of the company, will continue as a board member and will serve as consultant. **John L. Adank** has been elected vice chairman and **Edward J. Brady,** chairman of the executive committee.

Wesley Harbour has been named national sales manager, short line railroads and railroad contractors, **Jackson Vibrators, Inc.**

A. M. Truc, general sales manager, **Whiting Corp.,** has been elected vice president-marketing, to succeed **G. E. Seavoy,** who retired April 30 after 42 years of service. **T. R. Elmblad** succeeds Mr. Truc.

Charles S. Jordan and **Thomas C. Soddy** have been named vice presidents **Camel Sales Co.,** Chicago. **Kenneth J. Conway** and **John W. Bradbury** have been appointed assistant vice presidents.

Donald F. Kittredge has been appointed vice president of sales, **Standard Railway Equipment Division** of **Stanray Corp.** He was previously general sales manager of the division.

Richard P. Herman, vice president-general sales manager, **Railroad Car Division, North American Car Corp.,** has been elected vice president and general manager of the division. **H. Russell Platt,** assistant general sales manager, succeeds Mr. Herman.

Alfred S. Altschul, assistant treasurer, **General American Transportation Corp.,** has been elected treasurer.

R. E. Robinson, assistant comptroller, **Pullman-Standard Division** of **Pullman Incorporated,** has been appointed comptroller. He succeeds **F. L. Mettler,** elected comptroller of the parent company.

James F. Van Denburg has been named manager of market research and planning, **Shippers Car Line Division, ACF Industries,** St. Charles, Mo.

TRANSIT

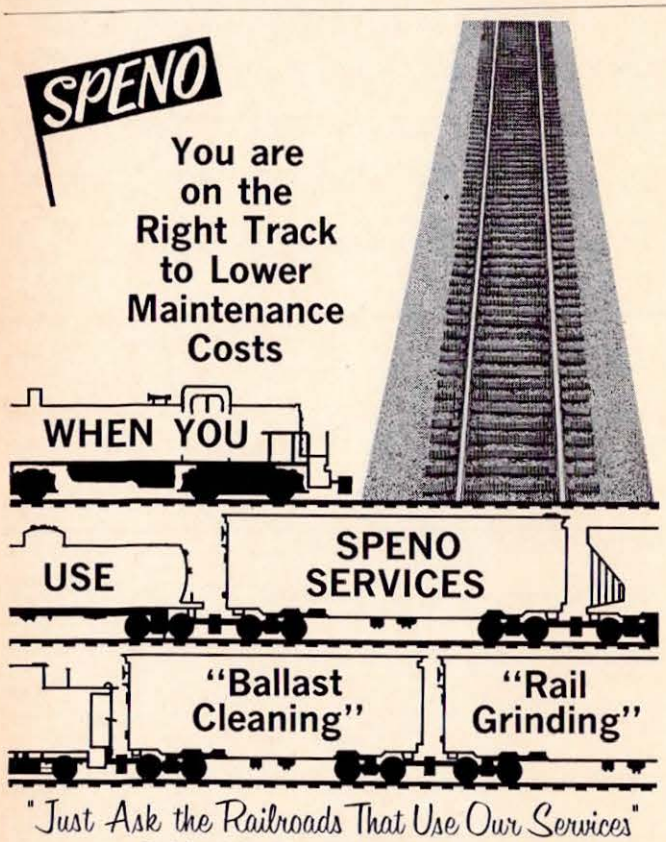
Harry L. Parrish, Jr., director of improvement projects, **Southeastern Pennsylvania Transportation Authority,** Philadelphia, has been named executive director, **Regional Transportation District of Denver, Colo.** He will be responsible for the planning and development of a public transportation system for the seven-county region surrounding and including Denver.

Miss Lauren Hanks has been appointed assistant to the public information director, **Metropolitan Atlanta Rapid Transit Authority,** Atlanta, Ga. She was formerly communications assistant for a paper products manufacturing company in Atlanta.

Nelson Slater has been appointed Assistant Commissioner for Public Transportation, **New Jersey Department of Transportation,** Trenton, N.J. Mr. Slater was formerly senior staff engineer, **Coverdale & Colpitts,** New York, where he had varied experience in the development of highway, rapid transit and railroad projects.

Metropolitan Toronto Council recently appointed **G. Gordon Hurlburt** and **Franklin I. Young** to the **Toronto Transit Commission** for three-year terms. They fill the two vacancies on the five-man Commission which occurred when former vice-chairman **Ford G. Brand** retired and **Douglas F. Hamilton** accepted another appointment March 31. Mr. Hurlburt heads Hurlburt Construction and Mr. Young is general manager, Toronto Area for Air Canada.

Dick G. Lam, formerly with the **Urban Mass Transportation Administration, DOT,** appointed director of transportation and regional planning, **New York City Planning Commission.**



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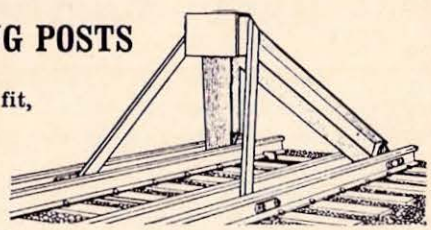

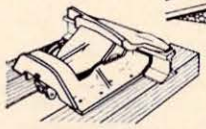

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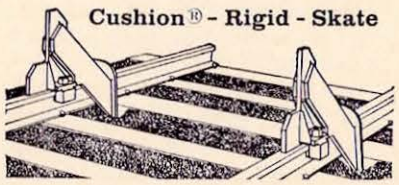

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Circle 29 on coupon page 57

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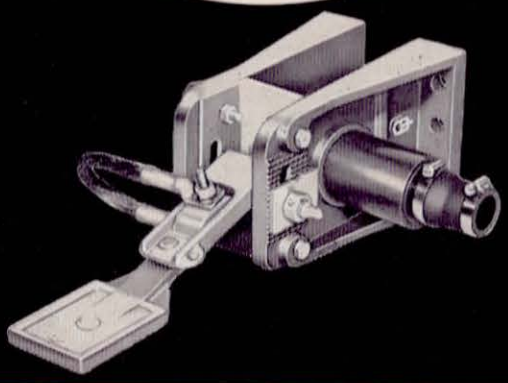

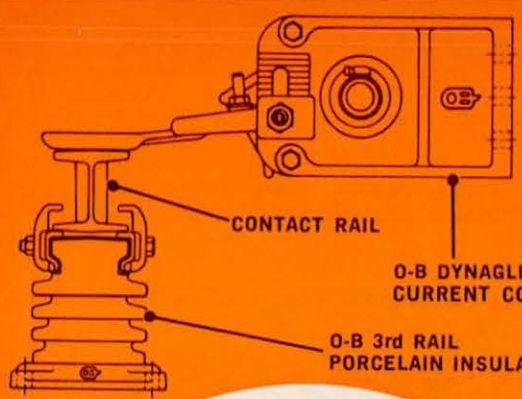

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Viewpoint

A giant step toward unity

The board room of the Association of American Railroads has been the scene, in recent days, of two historic meetings.

The latter and better publicized of the two took place on Tuesday, June 30, when newsmen were handed copies of an explosive, 82-page document entitled "The American Railroad Industry: A Prospectus." Within hours presses around the world were rolling with the news that America's railroads, far from being ready to throw in the sponge (which is what one reporter confessed he thought he had come to hear), were boldly plotting the biggest modernization program in the history of steel wheels on steel rails—and demanding, moreover, that the Federal government become a partner in the enterprise.

It was an earlier meeting, in the same room, that made the second one possible. This was the gathering, on Friday, June 26, of the AAR's board of directors. It was at this time and this place that railroad chieftains from around the country buried their regional hatchets—not, for once, in each other—and agreed to endorse a program so bold, so "socialistic" in the railroad rhetoric of yesterday, that it would have sent some of their immediate predecessors to the window sill.

For some of the chief executives present, the request for a massive dose of Federal aid was bitter medicine. But bitterer still was the alternative, and in the end the vote was unanimous. It was an act of statesmanship without precedent in an industry that has often seemed not to be an "industry" at all but 70-odd separate industries clawing for advantage.

NEEDED: BASIC CHANGES IN DIRECTION

Clearly the new spirit of unity that began with this historic vote cannot end there, if the blueprint for a revitalized railroad industry is ever going to be more than a blueprint. The ASTRO report itself suggests what must be done:

"Railroad managers cannot expect Federal relief, however fair and necessary in the public interest, without adopting those basic changes in direction which result from a thorough self-assessment. Admittedly, the chilling effects of a negative environment have heavily deterred management enterprise and the fullest measure of self-help cannot alone resolve present problems. Nevertheless, the industry must reckon with its own shortcomings.

"In particular, the railroads have suffered greatly from their inability to agree on basic matters. They have forfeited initiative in such elemental areas as car ownership, rates and divisions. They have often been lacking in policy leadership. They have constantly bemoaned a surfeit of regulation while scurrying again and again to the Commission for protection against their own errors or resolution of their many internal differences. . . .

"If the industry will not surrender a large measure of its individuality, major decisions will either be made by others or not made at all."

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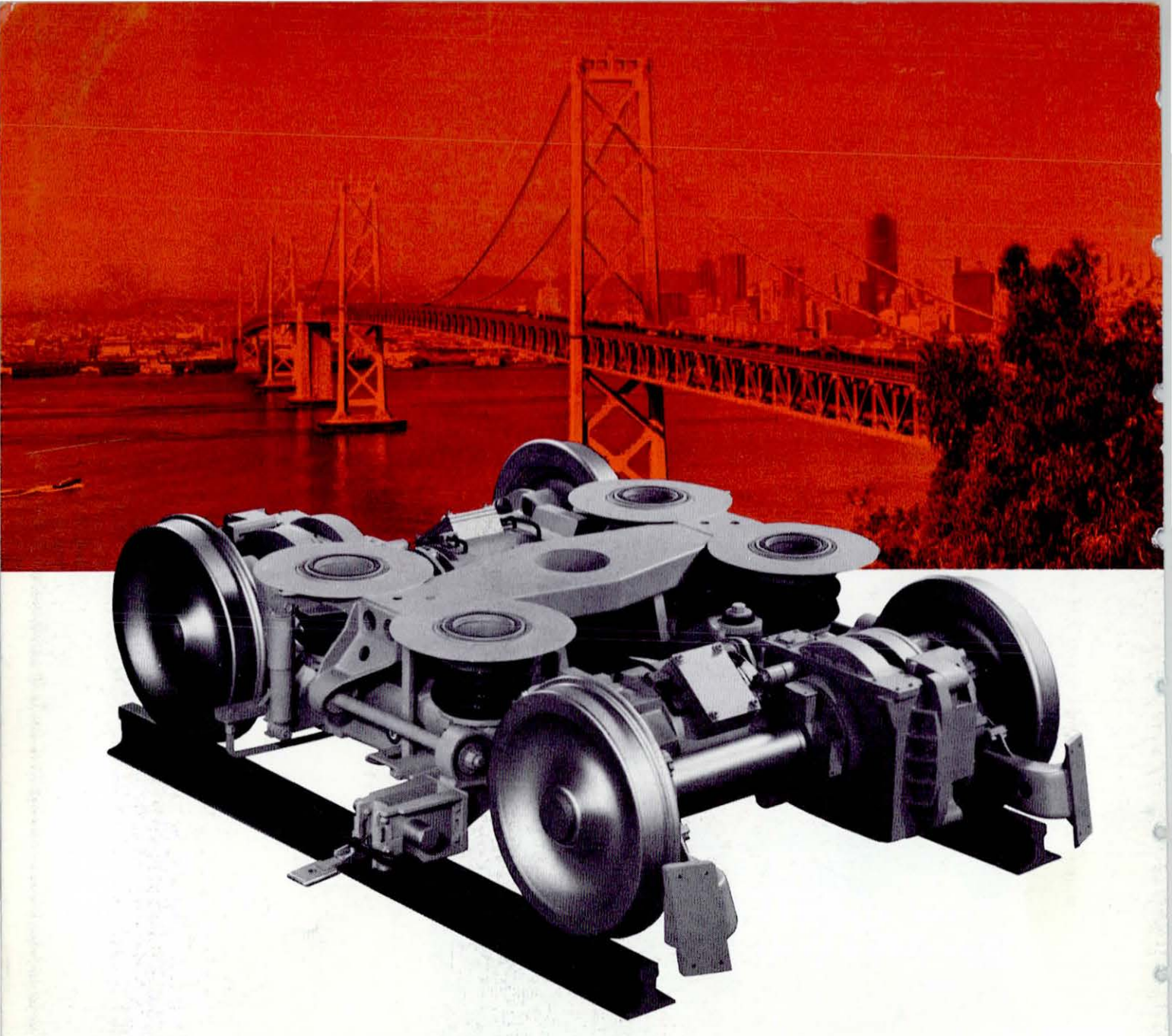

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